

'65-'69 MUSTANG GT ID GUIDE



# Mustang

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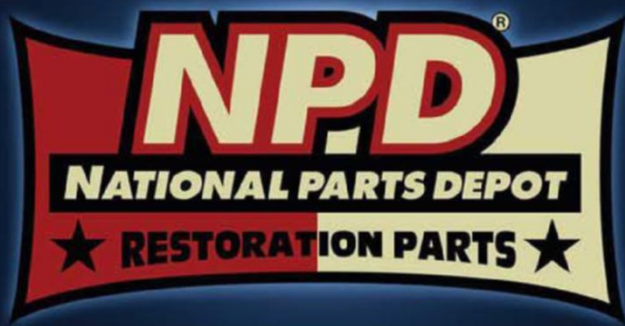
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### 65-73 MUSTANG SHEET METAL



65-70  
Trunk Floors  
starting at \$418.50

65-70 Full Quarters  
starting at \$109.95

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65-73 Tail Light Panels  
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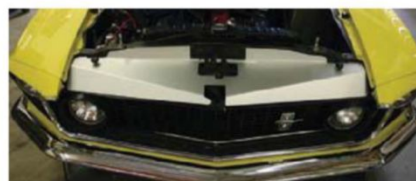
### RADIATOR TO GRILLE SHIELDS

Made using aircraft quality aluminum that is black anodized, clear anodized or polished to architectural grades. This finish will not fade and is resistant to fingerprints and water spotting.

Back or Clear 65-66 \$104.95  
Polished 65-66 \$119.95

67-68 \$114.50  
67-68 \$128.50

69-70 \$126.95  
69-70 \$144.50



**COMPLETE CUSTOM WIRING KIT** Custom kit using modern circuits and fuses but with OE style switch connectors for ease of installation. Kit includes all necessary wiring from head light to tail light and everything in between. Modern fuses, correct switch connectors, perfect for custom cars with updated gauges or systems, kit requires car to have an internally regulated alternator or one wire conversion, Pertronix or electronic ignition (no points), volt meter (no amp meters)

65-66 ..... 14401-2M \$699.95  
67-68 ..... 14401-3M \$699.95  
69 ..... 14401-4M \$699.95  
70 Excl A/C, factory tach ... 14401-5M \$769.95

### MOST CORRECT LOUVERS AVAILABLE!

These beautiful louvers match OEM in construction and appearance. Black satin finish aluminum. Curvature and styling gives correct look when installed. Included with kit:

Hinges (44272-1A),  
Latches (44274-1A),  
Installation hardware kit (44275-3A),  
Gasket set (44275-1A),  
Rubber gasket (44284-1A).  
69-70 ..... 44268-3B \$359.95



### HALO LED CUSTOM HEAD LIGHT



7", Multi color Halo ring with 21 SMD LED's. Main bulb is a standard H4 bright white Xenon capsule with the perimeter Halo lit by the super bright LED's. The Multi color sets allow you

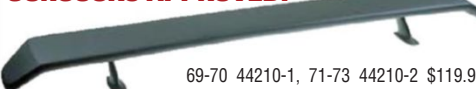
to custom tune the Halo colors using the included controller. Up to 16 options can be set. 5-3/4" or 7" white ring \$194.95, Multi color ring \$249.95

Extra-heavy ivy gold cotton flannel, with an extremely effective protectorant called Durafin, which coats the outer layer of the cover to create a water-resistant yet breathable home for your classic. The best part your paint sees nothing of the Durafin all that touches the surface is soft, 100% tufted cotton. 65-70 Fastback, coupe, convertible, Shelby \$289.95

### DURAFIN COVER



### CONCOURS APPROVED!



69-70 44210-1, 71-73 44210-2 \$119.95

Strong, lightweight and smooth these wings come molded in black ABS plastic with a structural foam core and could be installed as-is if you desire. They are easily scuffed for paint and will look great either way. Die cast pedestals and stamped brackets have excellent details and the whole assembly slides together perfectly. And finally we supply concours fasteners correct for use with reinforcement brackets from AMK Products for a final, perfect, show winning touch.



### CONCOURS CORRECT REFLECTIVE STRIPES

Made with original style tools to cut stripes from the thick OE style 3M material that will reflect the silver & gold tones.

69 Mach Black w/gold...20000-6AC \$249.95  
69 Mach Red w/gold...20000-7AC \$249.95  
69 Mach Gold w/white...20000-7BC \$249.95  
69 BOSS 302 Black...20000-8AC \$299.95  
70 BOSS 302 Black...20000-10AC \$299.95





# Mustang

1965  
THROUGH  
1973

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Front or Rear non-adjustable .....\$124.26  
Single adjustable..... Front \$190.89, Rear \$180.95  
Rear Double adjustable .....\$276.42



## P/S OIL COOLER

Exact repro. Made on the original tooling by the original supplier.

68-70 428 CJ, Boss 429 .....3D746-2A \$379.95  
69 Boss 302 .....3D746-3A \$379.95  
70 Boss 302 .....3D746-4A \$379.95



## REAR FRAME RAIL CRUSH TUBES



Pair, Mounted inside the frame rail these are used to reinforce the holes that locate the dual exhaust hangers  
65-70  
Factory dual exhaust 0101A24-1A \$26.70



65-66 Front 1-1/4" .....5482-15A \$219.95  
67-70 Front 1-1/4" .....5482-16A \$211.95  
65-70 Rear 3/4" .....5A772-15A \$254.50

## HOSE, POWER STEERING, CONCOURS STYLE

Correctly styled and bent power steering hoses are faithfully reproduced to closely match originals, not a generic one size fits all! Designed for the discriminating restorer these hoses have correct fittings, tubes, finishes and stamped part numbers. Go online or call your closest depot for applications and prices.



## FRONT BRAKE ROTOR

Replacement style

65-67 .....1102-3A \$99.50  
68-69 excl 69 Boss 302/429, 69-70 Shelby .....1102-4A \$73.95

Concours correct

69 Boss 302 .....1102-6 \$199.95  
69-70 Shelby GT350/500

70-73 2 pc rotor, excl Shelby .....1102-7 \$50.38



## FORD LICENSED PRODUCT



## "FOMOCO" SEALED HEAD LIGHT

Concours reproduction with cast in glass FoMoCo script as found on original early bulbs, halogen filament that is unmarked (no "halogen" marking on lens) making this bulb suitable for concours judging while still providing exceptional driving light.

65-68 Each 13007-1E \$21.95



## BRAKE ROTOR SPLASH SHIELD

65-66 Concours correct, pair..... 2K004-0A \$74.50  
67 RH..... 2K004-1A \$39.95  
67 LH..... 2K005-1A \$39.95  
68-73 RH..... 2K004-2A \$29.95  
68-73 LH..... 2K005-2A \$29.95



## ALUMINUM RADIATOR

2mm thick aircraft grade aluminum, fully TIG welded for strength and durability.

2 Row 3 Row 4 Row  
\$172.50 \$258.50 \$324.95

## REAR AXLE BUMPER BRACKET



Exact concours repro, welds to center of rear floor transition pan. Used only in 1965-66 on cars with a 9" rear axle (289 Hipo engine).  
65-66  
289 Hipo 4731-2A \$54.50

## FLOOR PAN MUFFLER HANGER REINFORCEMENT PANEL

65 Hanger holes are drilled, US-made  
RH 0113A12-1B \$29.95, LH 0113A13-1B \$29.95  
66 Hanger holes & seat belt hole are drilled, US-made  
RH 0113A12-2B \$29.95, LH 0113A13-2B \$29.95  
67-70 Hanger holes & seat belt hole are drilled, US-made  
RH 0113A12-3B \$29.95, LH 0113A13-3B \$29.95



Pre-molded in a black high gloss finish this hose kit not only looks show ready but performs as well.  
65-69 260,289,302.....8260-2SA \$58.95



## CONCOURS CORRECT TIE RODS, 1965-66 260, 289

Outer M/S, 2 reqd. 3A130-4C \$124.95 M/S, 2 reqd. 3A131-2C \$159.50  
LH, P/S..... 3A130-3C \$140.27 LH, P/S..... 3A131-1C \$159.50  
RH, P/S..... 3A130-4C \$124.95 RH, P/S..... 3A131-2C \$159.50

## CONSOLE GLOVE BOX LIGHT CONTACT

65-66 (from 12/1/64), copper, repro 14A324-1A \$9.95



## CLASSIC INSTRUMENTS



G-Stock style has an OE look and the Velocity gauges has a more aggressive performance style. The quality of Classic Instruments surpasses most gauges on the market and order with confidence because these gauges are hand-crafted here in the US! 5-year manufacturer warranty.



## SMD STYLE LED

5050 type SMD style lights are more efficient than normal LED's. 27 SMD diodes emit very low heat. Requires the use of an electronic flasher unit 13350-6 for both the turn signal and emergency flasher circuits. Offered in Red, Yellow & White. Use in place of UL1157 or UL1156 bulbs. \$39.95 each.



## ACCELERATOR CABLE BRACKET

Special design made specifically to allow easy use and alignment to aftermarket 4 barrel intakes and carburetors, stainless steel  
69-73 Holley bolt pattern 4v.....9741-8 \$54.95

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T-9 12 oz. spray \$16.99,  
1 gallon bottle \$114.99



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**80-96 F-SERIES TRUCK**  
**66-96 BRONCO**

# Contents

## Features

22

### High Voltage

Mitch Medford's '68 Mustang fastback kicks out a shocking 800 hp, 1,800 lb-ft, and 10-second timeslips courtesy of an all-electric powertrain

30

### Diamond in the Rough

Gary Morgan and a friend made the ultimate discovery in a barn in Pennsylvania: A '69 Shelby G.T. 500

{60

### Evolution or Revolution?

Brett Behrens embraces his Ford roots with something way out of the norm

68

### The Real Job One

Identifying the first Mustang off the Dearborn Assembly Plant assembly line on March 9, 1964, the First Day of Mustang retail unit production



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#### ON THE COVER:

The **Zombie222** is probably the most radical custom Mustang we've ever seen, even though its '68 fastback body is nearly completely stock. What makes it radical are the electrical motors under the hood that turn this silent-but-deadly machine into a 1,800 lb-ft, 10-second monster. It was built in Austin, Texas, which just happens to be where freelancer **Stephen Kim** lives, so he captured the car in pictures and words for this month's cover.

## Technical

36

### How-To: Achieve Professional Paint

Avoiding Mustang-specific paint and body issues

48

### Body Parts Buyer's Guide

Need new fenders for your Mustang, or maybe a new hood or doors, possibly a trunk lid? Check out this buyer's guide of sheetmetal parts for classic Mustangs.

74

### Steering Wheel Restoration

You don't always have to buy a new steering wheel to replace a cracked factory wheel; here's how to restore one

## Departments

08

HOOFBEATS

10

PONY EXPRESS

12

NEW BITS

14

RARE FINDS

18

PONY TALES

80

RESTO ROUNDUP

82

BEYOND THE BASICS

84

READERS' ALBUM

90

HINDSIGHT

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## Sport Rear Seat

Released at the SEMA show this past November, TMI Products new Rear Sport Seat made it's debut. Utilizing the factory original seat frame, this new product can be configured with or without the waterfall center console. The Kit includes the new foam, upholstery and optional center console or foam for a one piece look. Pattern availability include Sport II, Sport R, and Sport XR. Color choices are what you desire. So for the custom show car look. Choose TMI Products.

Sport R  
Bench Style

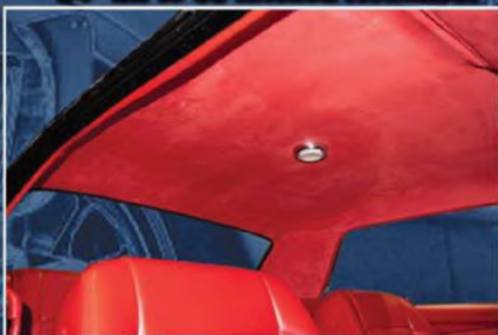


Sport XR with Waterfall Console

## Sport Trunk Kits

Just released a new trunk upgrade for the 1964 1/2 - 68 Mustang. Available for all models (Coupe, Fastback and Convertible) This kit simply velcro's into place for a quick and easy install. All colors available including custom colors. Pattern availability include Sport II, Sport R, and Sport XR.

### 64- 1/2 to 68 Molded Headliner



Coupe and Fastback Headliner Available

Sport R



Sport XR



67-68 Sport XR (Custom Configuration Shown)



## Sport Dash Pads

There is a new molded dash pad replacement on the block and it is made by TMI Products. Foam molded then covered in any color with contrast stitching and suede inserts, this dash will set your interior apart from the rest. Offered in Sport II, Sport R and Sport XR patterns. Available for 64 1/2 to 73 Mustangs. Simple Installation, replaces factory dash pad. (Some drilling required for 64 1/2 to 68 models)

69-70 Sport R

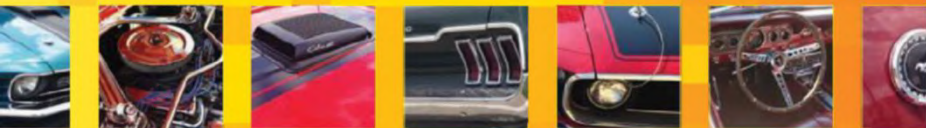


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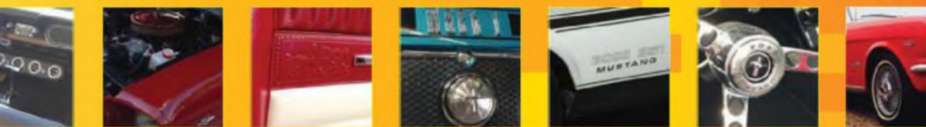
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# S

**TATIC CAR SHOWS ARE GREAT, AND ARE AN IMPORTANT PART OF THIS OBSESSION WE HAVE WITH MUSTANGS**, but sitting in a lawn chair next to your prized machine cannot hold a candle to sliding behind the wheel and putting some pleasurable miles under its tires. Of course, there are some highly collectable cars that do not see very many road miles, if any at all, such as Boss 429s and similar rarities, or any car restored to the point of earning a Thoroughbred rating with the MCA, and that's understandable. If I owned a Boss-9 though, I couldn't resist driving it and doing at least one smoky burnout every month or so, but I can also see why most people would never do that. I mean, if you spend north of six figures to restore a car, you don't want to mess it up, right? There's freedom, however, in driving a car wherever you want to with little regard to the mileage you're adding to the odometer. You can still be cautious with it in traffic and in parking lots to lessen the chance anything bad will happen to it—we do that even with our daily drivers—and still drive the wheels off of the car.

I got to thinking about this lately while planning *Mustang Monthly's* coverage of this year's *Hot Rod Power Tour*. The first decision was what vehicle to use. That's an easy choice: Ford is loaning us a '15 Mustang convertible for a week to take on the Tour. Yes, I'd love to drive a vintage Mustang on Tour but the timing and logistics of running the magazine and website make that far too difficult to arrange on the short notice we gave ourselves this year.

You know how thought trains work; I start thinking about how to cover the Tour, then arranged the new Mustang, and my relentlessly ferreting mind started to wander to past road trips, future ones I'd like to take ... squirrel! ... and good road side attractions. Hey, it's lunchtime—hmm, Mexican or Italian ... sorry.

My most memorable road trips in the past have usually been when I was flying solo, alone with nothing to bother me, nobody to deal with ("What do you mean the stereo's too loud?"), just me and my machine on the road to somewhere—or nowhere in particular. Being from Denver and living in Los Angeles for the last 26 years, I look forward to occasional trips back there, driving whenever possible instead of flying. The stretch from L.A. to Vegas is boring but very familiar, and some parts of Central Utah are less than thrilling, but other parts of Utah and all of Western Colorado are spectacular. I usually turn off my normally cranked stereo while driving through the more scenic sections. It's just more peaceful that way.

Another spectacular drive I can recommend based on experience is Highway 1 from L.A. up to Monterey, California. This road runs along the coast so the ocean is always off to your left (going north), and its perfectly paved twists, grades, and scenic overlooks are the stuff of legend. On the way, stop at

San Simeon and Hurst Castle—seriously, take the tour. You won't regret it. Then hit the road and wind through Big Sur and once you get to Monterey head to 17-mile drive, which is a residential loop that includes Pebble Beach and yet more amazing scenery.

On the other side of the country, you can't go wrong with the Blue Ridge Parkway in North Carolina and Virginia. It's totally different than the Highway 1 experience, but just as beautiful, and if you're feeling frosty, the tight and twisty Tail of The Dragon, also in North Carolina, is sports car and sport bike paradise, for good reason. There are many more incredible drives that I've read about but never experienced, and they're on my bucket list.

Just as important as the drive is what you do it in, which in our case would obviously be a Mustang. The last road trip I took was in a '65 Mustang coupe on the 2014 Goodguys Road Tour. It was Courtney Barber's car and it ran flawlessly even at ridiculous altitude, and the trip was one of those rare occasions when a co-pilot doesn't annoy me at least once. But what other Mustangs would make for my ideal road trip? Highway 1 mandates a convertible, so I'm gonna pick a '68 G.T. 500 KR convertible, black with red interior for that one. Hey, we're dreaming here, right? The Blue Ridge Parkway needs a '66 G.T. 350, and that drive to Denver has me thinking '73 Mach 1 for its road manners.

Now it's your turn. Tell us what your favorite Mustang road trip was, and if you have any photographs from the venture please send them to us and perhaps we'll create a gallery of Readers' Road Trips, or something like that. If you have yet to take an extended road trip with your Mustang, it's time to get out there and get the car dirty for a change. ■■■

Another spectacular drive I can recommend based on experience is Highway 1 from L.A. up to Monterey, California. This road runs along the coast so the ocean is always off to your left (going north), and its perfectly paved twists, grades, and scenic overlooks are the stuff of legend.



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## WHEN WE WHEEL TOGETHER

I just got my May issue of *Mustang Monthly* and got a pleasant surprise. I have had my '67 since 2010 and never once found a reference to its hubcaps, not even in the Kevin Marti report that has narrowed my Mustang down to a 1 of 1 by virtue of build and accessory listings. Then I turn to page 66 and see Bill Gillespie has similar hubcaps, except his have spinners and mine are standard. It made my day knowing I not only have a 1 of 1 Mustang, but it has very unique (maybe only 1 of 2) sets of hubcaps made. Thanks for the wonderful magazine and to Mustangs Unlimited for being my parts supplier. They have kept my car a very good survivor and helped me make it mine. At 72 years old, it makes my heart sing when we wheel together.

**Julius G. Cundiff**  
Via the Internet



## GEARHEAD POPS THE QUESTION

Last year for my girlfriend Starla's 50th birthday, I took her to Turks and Caicos for a scuba diving vacation. We spent several days on a tiny island called Salt Cay where I found a rare spot in 60 feet of water on a dive through the "Shark's Nest." I knew the time was right when I saw two large sharks patrolling to my left in about 100 feet of water. In an open spot around all the beautiful coral,

I located a patch about the size of a garbage can lid. In this opening I placed an old-school dive slate and wrote/asked her to marry me (via pencil). When I got her attention during the dive (not even the dive master knew) she was blown away by the proposal, took the dive slate and responded on the reverse side. Since we are all Ford Mustang people, the reason to tell you this is more about the engagement "ring." I wanted the ring to be something unique and important to me, as well as something that I could get through TSA without tipping off the surprise during our trip. So I went to my machinist and brought along a spare Lunati hydraulic valve lifter out of my '69 Shelby G.T. 500. I figured that if we gutted the lifter, that it could be cut on its side like a salami slice. He was able to do just that, and then polished it up. I took the ring, which looked more like a washer than an engagement ring, and placed it into one of my New Belgium Brewing tire repair kits (I'm in the beer business). The ring was right at home in the little 50-cent-sized case that she had seen many times before. That evening after she gave me the okeydokey, I placed the ring on her finger as we sat under the moon. I had measured the ring after we machined it and knew that it would be close. It fit perfectly and she refuses to take it off for any reason and loves telling the story. I forgot to mention that her first car was a '68 pink Mustang with Deluxe interior that had custom wheels installed by Carroll Shelby! The wedding date is set for September 12, 2015.

**Mark Colburn**  
Walnut Creek, CA

## RIGHT PLACE, RIGHT TIME

In March 1963, I drove from California to New York and back. On the way back, I kept playing tag with a Ford station wagon pulling an enclosed trailer and both had Michigan manufacturer license plates. I



PHOTO BY AL ROGERS

can't remember exactly, but I would have been on Highway 40 and I stopped to have an oil change on my '61 Pontiac at a garage in Wyoming. The Ford station wagon and trailer also pulled into the station, and I can't recall the details as to what led up to the trailer being opened up, but the mechanics were going on about what was inside. Because of the hubbub, I went to have a look and also walked in alongside the Mustang concept car. I remember one of the mechanic's comments to the factory reps was "How much will it cost?" The answer was that this one cost \$250,000. I still kick myself for not having a camera. My question is, on page 60 of the article "Mustang Concepts You Need to See" (May '15 issue) there is a photo of the '63½ Mustang II concept car with the caption "Just before the Mustang was introduced came this incredible marketing teaser designed to gauge public response." We could only squeeze alongside the concept as it wasn't unloaded and therefore unable to see the front. Would this have been what was on the trailer? The factory reps told us they were on the way to California to go to the beach cities and colleges to see what the kids' reactions would be. Page 88 of Robert Fria's "Mustang Genesis" mentions the Mustang was transported by road around the country in its special trailer pulled by a '63 Ford station wagon. Hoping you can put some closure on my regretting not having a camera that day.

**Charles Fatum**  
Lincoln, CA

*Well Charles, we weren't there with you back in 1963, but it sure sounds like that's the car you saw. It's a good thing that modern cell phones all have cameras built in!*



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# Y

**OU COULDN'T SEE THE '67. IT WAS PROBABLY 75 TO 100 YARDS DOWN A HILL INSIDE A POLE BARN BEHIND HER HOUSE,"**

**JUNIOR DEESE SAID.** As he walked down the rugged North Carolina countryside, Deese struggled not to get his hopes up too high, having been disappointed far too many times in the last five or six years—he once looked at a \$7,500 fastback that turned out to be nothing more than a shell. Then, one day he got a call from a lady who lived in Erwin, North Carolina, about 35 minutes from his house in Smithfield. Nancy Snipes was her name and she had a Mustang and was thinking about selling. Her response didn't even come from an ad—Nancy got Deese's name and number from her son who had been talking to somebody at a local car repair shop. This somebody knew Deese was looking to buy a Mustang fastback.

Nancy's husband, who died several years ago, had put the '67 Mustang (which he would never sell) in a pole barn 15 years earlier. Nancy knew the Mustang was bad on gas and that's why she and her husband parked the car 15 years earlier. But she had no idea what engine was underhood.

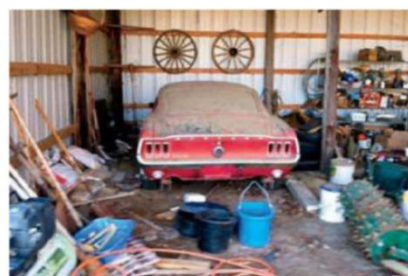
Understandably, Deese was expecting a good car this time and his anticipation built with every step he took with visions of a big-block '67 Mustang fastback dancing through his head.

The pole barn consisted of two sides and a back. Deese spotted the rear end of a red '67 fastback in the back of the structure, out of the reach of the sun and rain. All four tires were completely flat, but overall the body sparkled under spotty layers of dust. "You couldn't walk around to the front of the car and the driver side was so close to the wall you could only open the door maybe 12 inches," Deese said. He popped open the hood to stare at a 390 FE big-block, appearing factory stock and completely intact. Needless to say, Deese was elated. He had found the fastback he'd been hunting for years. This car even had the factory GT package and a stock C6 automatic transmission.

But Nancy wasn't sure she wanted to sell. Her husband had died three years earlier and the Mustang had been in the family for the past 30 years, so it held a lot of memories. Selling seemed like a good idea, but actually parting with the car would be difficult. So Deese neither pressured her to sell nor ran down her car to try to get a better price. He told her how much he liked her Mustang and want-

ed to buy the car to restore and drive. This attitude was a breath of fresh air—Nancy was used to would-be buyers running down her '67 to lower the price. She liked the fact that Deese thought highly of her '67 fastback and wanted the car to restore it.

Deese told us, "She said, 'I hate to sell it. I've had it for so long.'" He was sympathetic and understood how a car could become like a member of the family, but after an hour and a half Nancy agreed to sell and Deese remembers her saying, "You know I'm going to cry now." He handed her the cash and she walked inside her house to count the bills. "When she came back outside," Deese told us, "I said, 'Are you going to be OK?' She said, 'That's a lot of money. I'll be just fine.'" Deese promised to send her a picture of the car when it was finished and also take her for a ride. **MM**



■ The Mustang was parked in a pole barn against the back wall where no sun or rain could get to it.



■ The '67 wore shackles for bigger tires, but the suspension was otherwise stock.





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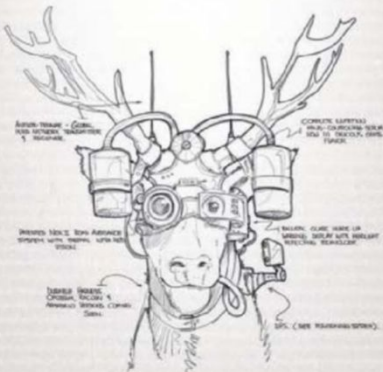
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RAREFINDS

{ A 1967 390 GT FASTBACK }



■ The body was dusty, but rust-free and in good overall condition, despite being parked on a dirt floor for 15 years.



■ The VIN revealed an S-code for the 390 engine, seen here. The very afternoon Deese trailered the Mustang home, he scratched off the points, fed gas to the carburetor (not off the tank because the car had been sitting 15 years), jacked up the back end (since the transmission was pulled and the car had no brakes), and after 20 minutes of fiddling with the 390 it fired right up.



■ Deese was intrigued to find the original Ford dealer badge on the car. Phil Long Ford is still in business in Colorado Springs, Colorado.



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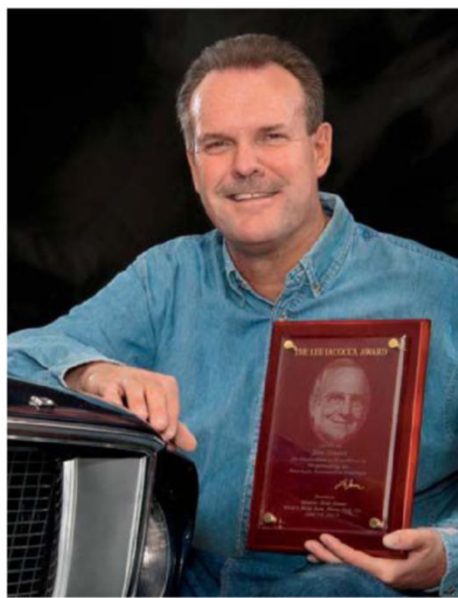


## Jim Smart Honored With the Lee Iacocca Award at Fabulous Fords Forever

**M**any readers will instantly recognize the name Jim Smart. Jim has been an integral part of *Mustang Monthly's* nearly four-decade run as being one of the top Mustang content outlets on the newsstand (and now on just about any device you own!). Jim has been editor, staff editor, freelance contributor, and go-to person for Mustang history, images, and more. From his early years working under Donald Farr to his latest freelance contributions to our print and online products, Jim has seen and done it all. His passion for Mustang is one that knows no bounds and if there's a Mustang happening there's a damn good chance Jim will be in attendance. He's restored his own Mustangs and helped countless others realize their dream of Mustang ownership by helping owners with their projects.

One of Jim's biggest projects, *In Search of Mustangs*, was a registry he founded in 1979 with Jim Haskell. The registry's function was to find and register '65-'73 Mustangs, compiling data in an effort to determine manufacturing cutoffs, assembly line parts changes, and other documentation related to building Ford's Mustang at its three assembly plants (Michigan, California, and New Jersey). Much of their work was published in book form as the *Mustang Production Guide*. Volume 1 served '65-'66 Mustangs, while Volume 2 featured '67-'73 Mustangs. Today, the *In Search of Mustangs* registry is an online repository of Mustang data and encompasses all years of Mustangs. You can register your Mustang directly into the database simply by visiting [www.isomustangs.org](http://www.isomustangs.org).

At the 2015 Fabulous Fords Forever, held annually at Knott's Berry Farm in California, Jim, like many Iacocca Award recipients before him, was in attendance at the event but had no clue he was about to be called up on stage. During the shows' VIP luncheon for media and celebrities, award presenter Bob Fria, along with Lee Iacocca's longtime personal assistant Norma Saken, spoke of the award's meaning for dedication to our hobby and what embodies an Iacocca Award recipient. Knowing the majority of the audience would realize who the winner was as soon as Bob began to describe the recipient, Bob simply called out Jim's name and then proceeded to go over Jim's lengthy biography. When we caught up with Jim a few days later he was naturally still stunned by the announcement and had this to say about his experience. "I'm still in a state of shock because I never expected it. I am so honored and humbled by this experience. I am grateful to people like Donald Farr and Larry Dobbs, who allowed me to take a passion and turn it into what has been a very rewarding career. It hasn't been just about Mustang, but about great friends who have become extended family." Well done Jim, all of us here at *Mustang Monthly* are proud of your accomplishments!



## WELD PRESENTS INAUGURAL PRESIDENT'S AWARD

**I**conic wheel manufacturer Weld, makers of strong, yet light wheels for motorsports and street use, has presented its inaugural President's Award to Eric Butler of Kansas City, Missouri, at the 2015 O'Reilly's World of Wheels show, also held in Kansas City. Butler's '68 Mustang features custom-built Weld Evo wheels to clear the SN-95-era Cobra disc brakes front and rear and built the car himself. The award, mounted on a golden Prostar wheel, one of Weld's most recognizable wheel designs, was presented to Butler for "the vehicle that embodies tradition, quality, and durability like WELD wheels."

"Since we are based in Kansas City, WELD was excited to be a presenting sponsor at the event," said

Norm Young, president and CEO of WELD. "We put together this award to celebrate the men and women who spend hours working on and taking pride in their vehicles. These hobbyists, like Eric, truly love what they do and this was a small way for us to recognize and celebrate one of these weekend warriors."

Besides the award itself Weld has offered to re-polish Butler's Weld wheels and apply its ATC ceramic clearcoat to make the wheels "factory new" forever. The company has also offered to host him for a tour of Weld's Kansas City factory to see how its wheels are engineered, produced, and tested. For more information on Weld's wheel lines call (800) 788-9353 or visit [www.weldwheels.com](http://www.weldwheels.com).







## HOST HOTEL NAMED FOR NEW AUTOFEST EVENTS IN FLORIDA

Carlisle Events, home to the annual Carlisle Ford Nationals, added two Florida-based events to its schedule a couple of years ago—Fall and Winter AutoFest. Both events were previously held at Festival Park in Zephyrhills, Florida. The events outgrew that location last year and for the 2015 event season the AutoFest events will be moving to the Sun 'n Fun complex/property in Lakeland, Florida, about 30 minutes south of the old location. With the new location Carlisle Events is proud to announce a new partnership for official accommodations for participants and guests of the AutoFest events.

The Fairfield Inn & Suites in nearby Plant City, Florida, located at 4307 Sterling Commerce Drive, has signed an agreement with Carlisle events as its official lodging partner for the AutoFest events. This new property provides convenient access to the Fall and Winter AutoFest events in Lakeland. The property provides all the amenities of home, such as a free daily hot breakfast, HD television service, in-room fridge and microwave, free Wi-Fi, and more. Fairfield Inn & Suites will even be offering a courtesy shuttle to transport guests to and from the Sun 'n Fun Complex, located about 5 miles (10 minutes) away.

Guests looking to stay at the Fairfield Inn & Suites for AutoFest events should utilize the promo code "CARS" when making reservations for special group rates of 20 percent off of regular room rates during the AutoFest dates. Fall AutoFest is scheduled for November 12-15, 2015, while Winter AutoFest is scheduled for February 25-28, 2016. Carlisle's AutoFest events feature a swap meet, car corral, and two-day collector car auction presented by Carlisle Auctions; backed by its free unless sold



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## TURBINE-ELECTRIC MUSTANG PROJECT LAUNCHES

During the NMRA Spring Break Shootout Mustang and Ford drag race held earlier this year in Florida we got wind of a pretty wild Mustang project that is just beginning to go from paper to workshop floor. Marcello Canitano, owner of SilverHorse Racing, a manufacturer of late-model Mustang performance and styling accessories, let us take a peek at his ambitious project—a '73 Mustang SportsRoof that he's going to convert into a turbine-electric monster! The '73, Canitano's personal Mustang he's had for over 25 years, is currently running a traditional fuel-injected small-block displacing 302 cubes and backed by a four-speed automatic overdrive. Last built in 1998 with four-wheel disc brakes and 17-inch billet wheels, it embodied the typical "restomod" Mustang before the term was popular.

Marcello's SportsRoof will soon be going into surgery for a multitude of one-off custom aspects we're dying to see him execute. The biggest jaw dropper is a sequential twin-turbine Electric Hybrid Drive System from Wrightspeed. The system uses a 250hp electric motor at each wheel for 1,000hp all-wheel-drive system. If the electric drive system doesn't raise an eyebrow then the hubless "Tron"-style wheel system most certainly will. SilverHorse Racing was involved in production of the hubless wheel parts for the *Tron* movie remake's light cycle and plans to utilize the same



## { THE WORLD OF MUSTANGS }

components to make a one-off set of hubless wheels for low-speed and static display use with a dry-break hydraulic system for the brakes to allow swapping traditional center-hub wheels for more active driving. Other updates will include modern '11-'14 Mustang interior components, '14 Shelby GT 500 HID headlights, carbon-fiber body components, and more. Canitano has a lot of work ahead of him and we plan to check in on the project and update our readers here in Pony Tales and on [www.mustang-360.com](http://www.mustang-360.com) as well.



### NEWSDESK

The welding gurus at Miller have released its 2015 catalog. You can get your free copy by downloading it or requesting a hard copy version via [www.millerwelds.com](http://www.millerwelds.com). GearWrench now offers its flex head ratchets with a new locking feature. The 84-tooth ratchet features a traditional flex head for access, but now includes a nine-position locking feature to maintain the flex head working angle; available individually and in sets at [www.gearwrench.com](http://www.gearwrench.com). VP Racing fuels recently announced exclusive partnerships with Road Atlanta and Sebring International Raceway as the official fuel of these two historic tracks. Both tracks will see VP's race fuel blends like C9, VP110, and C12 offered on-site, plus VP signage will be added to both facilities. For more details see [www.vpracingfuels.com](http://www.vpracingfuels.com). Prolong Super Lubricants, makers of automotive, industrial, and racing oils, fuel and oil additives, and more, has completely redesigned its website to expand functionality and streamline navigation so consumers can find Prolong products easier, purchase online, see events and news items, and check out Prolong's gallery of Prolong sponsored event images. Check out the new site at [www.prolong.com](http://www.prolong.com) and follow Prolong on Facebook at [www.facebook.com/goprolong](http://www.facebook.com/goprolong).

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# ELECT

Mitch Medford's '68 fastback kicks out a shocking 800 hp, 1,800 lb-ft, and 10-second time slips, courtesy of an all-electric powertrain

■ Tipping the scales at 3,300 pounds, the e-Stang weighs about the same as a full-option 390 big-block-powered '68 Mustang. The entire car, including the paint- and bodywork, was built in-house at Blood Shed Motors. Although the shop has the ability to perform ground-up restorations, it prefers to start with solid running and driving cars for its electric conversion packages.



**T**exas thanks you for your business. Last year, the Lone Star State pumped out over one billion barrels of oil. Just in case that wasn't enough, Texas has turned up the wick to 3.4 million barrels per day thus far in 2015, a rate that tops every OPEC country except Saudi Arabia. No

wonder the state has a cool \$8 billion budget surplus sitting in a rainy day fund. Ironically, the same state that benefits so profoundly from America's oil-burning proclivities has spawned a machine that gives fossil fuels a Texas-sized middle finger. The lewd gesture in question is an all-electric '68 Mustang fastback that eats

big-blocks, spits out 10-second timeslips, and runs 174 mph in the standing mile. How's that for lewd? Any car that pisses off both hot rodders and tree huggers in one fell swoop must be doing something right.

From behind the wheel, the experience is as disconcerting as it is exhilarating. There's no cam lope

massaging your ear drums, no unburned hydrocarbons tickling your nose follicles, and no rhythmic thumps pulsating into your pudgy, middle-age torso. Gone are all the visceral elements of driving a muscle car, as the e-Mustang hums along in near silence like a golf cart. At least that's what you think until you hit the loud



# RIFFED!



pedal and unleash 800 hp and 1,800 lb-ft of torque. Unlike an internal combustion engine, all that torque hits instantaneously. In fact, the e-Stang kicks out so much torque that it has no transmission at all. Nothing short of stalling up a big-block and popping the trans brake at 6,000 rpm even comes close.



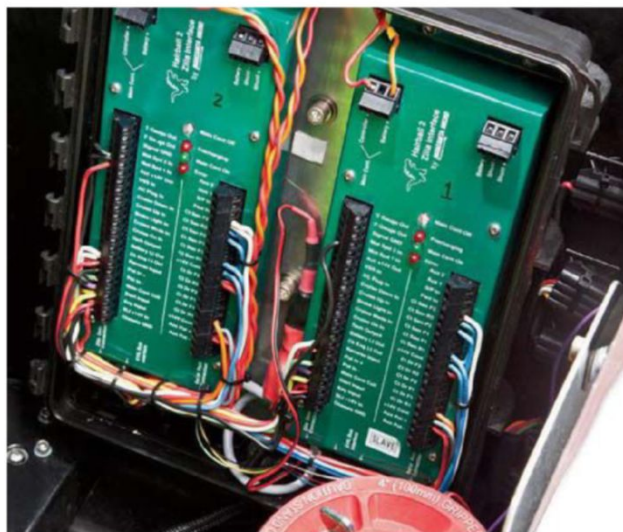
■ The two 11-inch electric motors sit longitudinally inside the engine bay. To mimic the look of a gasoline engine, the controllers are mounted where the valve covers would typically sit on a V-8. According to Mitch, AC motors rule in the passenger car world, and DC motors rule in the electric drag racing world. To get the same level of performance as with a DC motor, an AC motor would be three times as expensive.



On the surface, an all-electric muscle car may seem like the brainchild of some hippie wanker—who knows absolutely nothing about cars—making a statement about the virtues of alternative energy. [Yawn.] But that isn't what this machine is about. Although car owner Mitch Medford has enjoyed enough success in the tech industry to retire at an early age, he's been a blue collar hot rodder since birth. "I grew up in the hills of North Carolina surrounded by hot rods and cool cars. At my redneck high school, you had to have a monster truck, a Mustang, or a Camaro to be cool," he jokes. Mitch drove Mustangs and Cougars during his teenage years, and he's restored countless Mustangs over the years as a means of escaping the high-stress demands of the corporate world. From paint- and bodywork to final

assembly, Mitch does it all with his own two hands.

Considering Mitch's hot rodding credentials, it's not surprising that his top priority is performance. "For me, building an electric muscle car is less about being environmentally responsible and more about the amazing performance that electric motors offer. Just like inter-cooled turbos and superchargers revolutionized the performance industry, I feel that electric motors are the next major advancement in hot rodding," he opines. His vision led to the creation of Blood Shed Motors ([www.zombie222.com](http://www.zombie222.com)), an Austin, Texas-based company that specializes in electric conversions for classic cars. "Restomods are all about adding modern technology to old-school muscle cars, so electric conversions are like building the ultimate restomod. That's why we're



■ The gas pedal hooks up to a potentiometer located at the base of the driver side shock tower, which relays throttle position information to circuit boards mounted on the inner fender. The circuit boards send that data to the motor controllers, which determine how much power to send to the motors.

not interested in performing conversions on late-models. While it doesn't have to be a '60s muscle car, we prefer to work on cool vintage cars."

Let's face it; hot rodders aren't the most progressive dudes out there. Consider-

ing that muscle car guys are just now warming up to fuel injection 20-plus years after the last carbureted production car rolled off the assembly line, Mitch knew he had to make one hell of an opening salvo to quiet the critics. The Mustang couldn't just be fast for an electric car. It had to be fast, period. "If we built an electric car that did 0-to-60 in 5 seconds and topped out at 80 mph, no one would care about it. Plus, a lot of the boutique electric car builders out there make cars that get great range, but don't make lots of power," Mitch says. "Muscle cars are supposed to be about stoplight to stoplight performance,



■ Power from the batteries is channeled directly to the motor controllers. They regulate voltage to the motors via pulse width modulation. In other words, it varies the power output of the motors by turning them on and off slowly at low speeds, and very quickly at high speeds.



■ Although there is no need for a traditional cooling system in an electric vehicle, the motor controllers can get warm. A tiny heat exchanger, roughly the size of a tranny cooler, and a half-liter of coolant is all that's needed to regulate the controller temps.



■ High-voltage industrial relays mounted in the front passenger side corner of the engine bay switch the flow of current to enable Reverse. It's activated by a toggle switch inside the cabin.



■ Tubular U-shaped braces welded to the driver and passenger side frametrails provide support for the motor mounts. They help stiffen up the chassis as well.



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■ In lieu of a transmission is a Gear Vendors overdrive unit that weighs just 45 pounds. If plans call for keeping speeds below 80 mph, the overdrive unit can be removed, in which case the motors attach directly to the rearend with an extra-long driveshaft. To prepare for the Texas Mile, Mitch added a second overdrive unit.



■ The e-Stang's chassis has been fortified with Street or Track subframe connectors. Unlike many SFCs on the market, they tie the left and right sides of the frame rails together for additional strength.

so we decided to build an electric supercar. Our Mustang runs 10.7 at 129 mph in the quarter-mile, and it also hits 60 mph in 2.4 seconds compared to 3.2 seconds in a Lamborghini Huracan. The 174 mph the Mustang ran at the Texas Mile served as a great way to push the boundaries to top speed to prove that there's more to electric cars than off-the-line performance."

Thanks to the overall simplicity of electric powertrains, the bulk of the conversion process is relatively simple. Everything fits neatly into the stock fastback chassis, and there is no cutting or hacking required. Sitting between the shock towers are two 11-inch-diameter electric motors, which are quite large by electric car standards. Larger motors produce more torque, and motors as small as 7 inches are common in cars like VW Beetles. There are no radiators, fans, headers, accessory drives, pumps, or vacuum lines to contend with. The motors hook directly to a Gear Vendors overdrive unit, which sends torque to a Strange 9-inch rearend fitted with 35-spline axles, a TruTrac differential, and a 2.47:1 ring-and-pinion set.



■ Since there is no accessory drive system with electric motors, a hydraulic 12V pump mounted on the bottom of the firewall provides power assist for the brakes. Similar electric pumps are available for power steering systems, and electric compressors can also be added for A/C systems.



■ A custom enclosure houses the e-Stang's battery packs. The chassis and suspension have been fully upgraded with Street or Track coilovers, front control arms, a custom rear three-link with a Watt's link and 13-inch Wilwood disc brakes.



■ Unlike a Tesla, which uses Lithium-Ion batteries, the e-Stang is equipped with Lithium-Polymer prismatic pouch batteries. Lithium-Ion batteries are designed to release power over a long period of time, while Lithium-Polymer prismatic batteries release energy immediately for maximum performance. The race pack in the e-Stang can be fully charged in 105 minutes using a 220V plug. Topping it off after a quarter-mile pass with a generator takes 15 minutes. Mitch says the weight of the batteries helps the car hook up at the track.



■ Four switches on the center console control just about everything in the drivetrain. The three black switches control the line lock, overdrive unit, and power to the car while the silver switch activates forward and Reverse.

The ridiculously tall gearing, lack of a transmission, and the 0.78:1 ratio of the Gear Vendors unit is a testament to the outrageous 1,800 lb-ft of torque that the Mustang's electric motors produce. With three times the torque output of

a healthy stroker 460 big-block, it simply doesn't need nearly as much gear to get it out of the hole. Furthermore, not all electric motors are created equal, and Mitch opted for DC motors over the more popular AC motors to maximize performance.

"AC motors are like a high-revving, turbocharged and intercooled four-cylinder engine. They rev up high, they're very efficient, and while they are still torquey compared to gasoline engines, they don't make as much torque as DC motors,"



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Mitch explains. “In contrast, DC motors are like a 900ci engine with six carbs. They don’t rev as high and they’re not as efficient as AC motors, but they’re torque monsters. Whereas AC motors turn up to 8,000 rpm, the DC motors in the Mustang are done at 5,000 rpm. It’s geared so tall simply to increase the top speed. It’s like launching a car in Fourth gear, then immediately shifting into overdrive.”

Supplying juice to the motors is a 280-pound battery pack fitted where the stock gas tank once lived. Since Mitch’s e-Stang was built for speed, it’s essentially a pared-down race pack intended to minimize weight at the expense of range. It’s good for up to 50 miles of normal street driving, which is plenty to get to a cruise night and back. If that’s not enough, an additional 520 pounds of batteries can be fitted into the Mustang’s rear seat area, thus extending the range to 140 miles. For comparison’s



■ The e-Stang sits on 17-inch 427 Cobra wheels. It destroys the 315mm-wide Hoosier drag radials at will in complete silence.

sake, a Tesla carries around 1,200 pounds of batteries.

The e-Stang represents the pinnacle of Blood Shed Motors’ electric conversion packages. Dubbed Zombie 222, the package includes two motors and two controllers, with pricing starting at \$125,000. The mid-level Zombie 211 package includes two motors and a single controller, with pricing starting at \$75,000. The entry-level Zombie 111 package includes one motor and controller, with pricing starting at \$50,000. According to Mitch, a Zombie 211-pow-

ered car will hit 60 mph in under 4 seconds, while the base Zombie 111 package offers performance on par with a new Mustang GT.

Understandably, the e-Stang will certainly upset hoards of traditionalists who aren’t ready to give up fossil fuels just yet. As older demographic less open to new ideas, their anxieties will certainly be compounded by the fact that the technology they fear has spawned a car that’s faster than the vast majority of muscle cars on the road. Love it or hate it, there’s no denying the vir-

tues of electric powertrains and its potential future impact on hot rodding. It challenges convention, demands discourse, and pushes the envelope of technology.

Sure, the e-Stang and Mitch Medford’s vision of the future may be too disruptive in 2015 for muscle car guys to accept. Thanks to his efforts, however, we can now rest assured that once the last drop of gasoline on earth has been burned, hot rodders will still have a means of hauling ass. And isn’t that what hot rodding is all about? ■■■

■ Although the e-Stang was built to highlight its electric powertrain, it can still hang it out on a road course. Thanks to the good folks at Driveway Austin ([www.drivewayaustin.com](http://www.drivewayaustin.com)) for letting us rip it up on their beautiful facility. Hands-down, it’s the premier driving academy in the Austin area.







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# Diamond Ro



**Gary Morgan** and a friend made the ultimate discovery in a barn in Pennsylvania—a '69 Shelby G.T. 500





# ough

Stephanie Davies **TEXT** • John Machaqueiro **PHOTOS**

**T**he barn find is a romanticized notion. You've heard the story a million times: someone walks into a dark old barn in the middle of nowhere to find a single stream of sunlight bursting through the rafters. It lands harshly on a dusty hunk of metal. It might be easily overlooked, but upon closer inspection, it's made clear that hunk of metal is really a beautiful old classic that hasn't seen daylight in years. Gary Morgan of New Freedom, Pennsylvania, has a story that isn't too far off.







■ The interior was restored to original with Black Clarion Knit/Corinthian Vinyl high-back bucket seats, a Sport Deck rear seat, a Tilt-Away Rim-Blow steering wheel, an AM/FM stereo, Select Aire air conditioning, Deluxe seatbelts, and warning light.

"A very good friend of mine, Fred Gimble, knew of this car for about 12 years prior to my buying it," Gary told us. "The previous owner told Fred that if he was ever going to sell it, he would give Fred the first chance." Gimble is the owner of Autovision Performance LLC in Fawn Grove, Pennsylvania, and upon Gary's arrival at the shop one day a little over a de-

cade ago, Gimble told him that the two of them should go look at a car about five minutes down the road.

"I had been going to the shop for a few years and I never knew that this car was that close," Gary said. "When we got to the vehicle, it was parked in a stall under a large old barn covered in dust. The taillights had been removed so that people passing by would

not ask if it was for sale." The layer of dust on the car was thick, but Gary could make out a Shelby emblem on the driver's side front fender, so he wiped the dust from the windshield. "I saw the 'R' code in the VIN and I smiled. It was real. The '69 has always been my favorite and I couldn't pass this one up."

The '69 Shelby G.T. 500 was worse for the wear,

but it was a complete car. The two decided to buy the car and pulled it out of the stall and into the sunlight for the first time in years. A closer look revealed just how much work the pair had cut out for them. "Little did we know how many other Shelseys we would look at, take pictures of, and research," Gary remembers.

The '69 came from the Dearborn factory with the



■ The 428 Cobra Jet was rated at 335 hp, and looked just like this when it left the production line.



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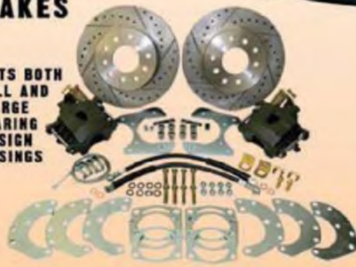
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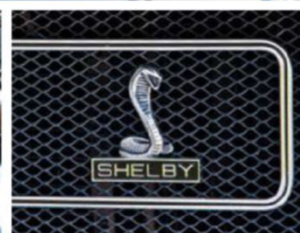
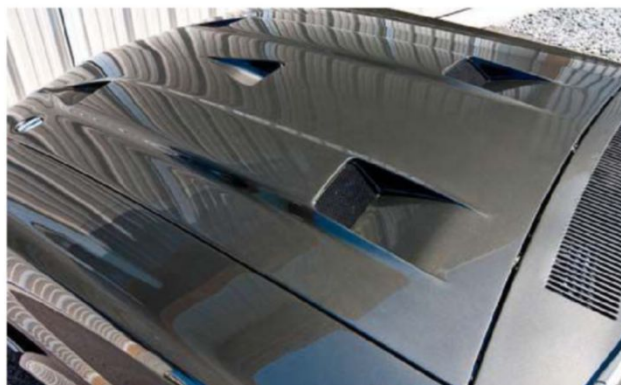


expected 428ci engine. The Black Jade Shelby was equipped with a black interior and was scheduled to be built on February 27, 1969, but was actually produced a day ahead of schedule, per the Marti Auto Works Deluxe Report that Gary provided us with. A 9-inch rear with limited-slip differential and stock 3.25 gears remain, and an automatic transmission handles shifting duties. It was sold just two weeks after production to Marshall Motor Company in Mayfield Heights, Ohio, for \$5,528.43. What a steal!

The Shelby also came with several options, including the C6 Cruise-O-Matic transmission, Visibility Group, Goodyear tires (which have since been replaced with BFGoodrich tires), and power front disc brakes. Power steering and

a Tilt-Away steering wheel allow for driver comfort, and other creature comforts include a Sport Deck rear seat, Select Aire air conditioning, an AM/FM stereo radio, and tinted glass. Deluxe belts and a warning light keep passengers safe, and a tachometer and trip odometer were also selected options.

After four long years and a fresh coat of Black Jade paint from Autovision Performance, the restoration was complete and the Shelby was finally ready to make its long-awaited debut at SAAC-33's concours car show in August of 2008 with its original engine and transmission. "There it finally was among all of these other Shelsebys. After many long hours of judging and waiting, our hard work paid off. The car won the Gold medal." Gary



told us that the car is not a trailer queen, and he drives it to and from shows and around town. "I love driving it. I avoid gravel roads, of course, but this is what it was meant for. It was meant to be driven." **MM**



■ The Shelby's taillights were removed while it was in storage to keep eager buyers at bay, but after a complete restoration they're back where they should be. The tires today are P235/60R15 BFGoodrich Radial T/As.





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# Achieve Professional Paint

## AVOIDING MUSTANG-SPECIFIC PAINT AND BODY ISSUES

**IF YOU'RE ONE OF US WHO LIKES TO "DO IT YOURSELF," THEN YOU'VE PROBABLY WONDERED IF PAINTING A MUSTANG IS REALLY ANY DIFFERENT THAN PAINTING A CAMARO OR A PICKUP TRUCK, OR CORVETTE, OR A BICYCLE.** Truthfully, the paint doesn't care what kind of vehicle it sits on, only about the conditions in which it is sprayed. However, each model of vehicle has a specific set of is-

ssues that are unique to that design, and since our early Mustangs are instantly identifiable, they've obviously got some unique challenges and problems to navigate when it comes to laying down a great paintjob.

We wanted to share with you some of the idiosyncrasies that we've run into over the years of working on these Mustangs, including my own '65 Mustang "Jaded" project, and some ways to get even better results from

your paint- and body-work. We took a road trip to Kiwi Classics & Customs in Franklin, Tennessee, and spoke with owner Chris Slee, who passed on some great tips and showed us examples of how he's been able to navigate some Mustang-specific issues that come up, or even improve on what is considered original and standard on a good restoration.

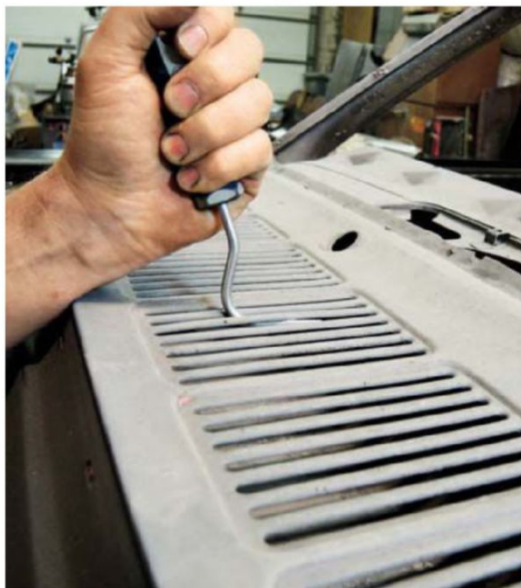
A good paintjob is all about the founda-

tion you're painting on, and the good news is that technology and the aftermarket is on your side with awesome new products and parts that are easy to use, inexpensive, and a phone call away to being delivered to your door. So whether you're going for MCA concours Bob Perkins quality, or a Ringbrothers-style restomod custom build, these proven and effective insider tips will help you get the results you're looking for and save you some time, money, or both, while you're on your Mustang paint and body journey!

**02** The cowl grille can be an overlooked spot, and with the weak single-wall construction of the stamped panel, the fins are subject to damage. A radiator hose tool is a great way to straighten and align the fins back to an acceptable shape.



**01** This is Jaded, a '66 hardtop built by the author and some great friends that has been extensively modified on almost every corner and crevice, but still retains the suggestion of a classic Mustang. Obvious changes are the '05-'09 Mustang headlights, Forgeline custom wheels, giant 14-inch Baer disc brakes, and flush-mounted glass. What helps retain the original flavors of an original car are the design queues that stayed unmolested, such as door handles, driprails, and cowl vents. But a Mustang is a Mustang, and there are areas that present a unique challenge, regardless of the direction of the build.







**03** The alignment of the fender to the door on a Mustang is hard to manage. The upper body style line tends to "drift" upward because of the stack of shims that hold the position at the rocker and the ridiculous body flex that is inevitable across many generations of Mustang (note the drag radials on this car; it's subject to a ton of body flex on launch).



**04** Chris Slee of Kiwi Classics and Customs has a solution for keeping the style line "drift" from happening. This solid round stock gets welded into place after careful alignment of the fender to the door and a measurement is established. The solid tubing won't shift on the fastener like a stack of shims or washers, and the fender is locked into place.



**05** The results of this mod are obvious here—nice style line flow and perfect  $\frac{3}{16}$ -inch panel gaps are no accident!

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**06** Reproduction panels have been a savior of our Mustang hobby and lots of cars are on the road today because of them. The fact that factory tolerances on '60s cars were just not that great to begin with, combined with reproduction panels made 50 years later, can set you up for misaligned panel gaps. This is not a dig on reproduction panels. I spent years as a body tech and OE panels can be just as difficult to fit! It's just the nature of replacement panels, but these inconsistencies can be more obvious when marrying original and reproduction panels.



**07** This early convertible has a reproduction door and original quarter, and the fit is less than perfect.



**08** Slee sliced the top of the original quarter and simply spread the metal apart to match the style lines and stamping.



**09** The result is an excellent fit, and this is before fillers, primers, and paint.





**10** The top leading edge of the door is unique in early mustangs, with several style lines, and a lot of geometry that has to come together. This is an intersection between two reproduction panels and it is far from ready for paint!



**11** After Kiwi Classics & Customs' magic, the seam is ground down, welded, and gapped. This is a subtle mod that is easy, better than factory, and will go virtually unnoticed with a finished paintjob.



**12** The gap between the door and rocker is sometimes forgotten, but it's a detail that can really enhance a restomod build. Slee has a great trick for gapping door bottoms and larger flat panels.



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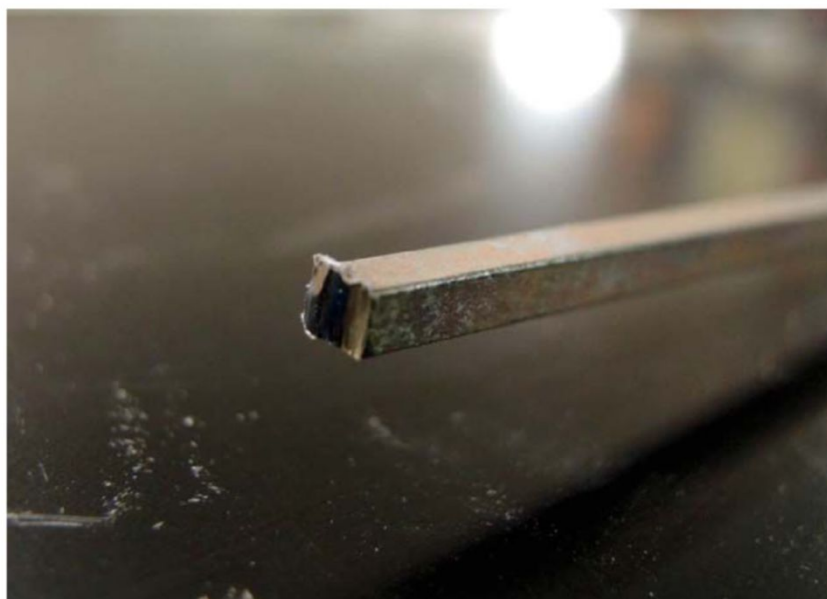
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**13** The 1/8-inch square stock is perfect for adding a very consistent edge to many panels. It's inexpensive and easy to find at your metal supply.



**14** Obviously a welder is important, but the right welder for sheet metal is important too. A 110V MIG welder, such as this Eastwood MIG 135 is perfect for sheet metal, with a more focused (and lower) heat range, with infinite controls instead of notches makes it easier to dial in your heat and wire feed settings to match the OE or thinner reproduction metal.



**15** As important as the welder is, the correct wire size is crucial. Use 0.023-inch solid core wire, which is very thin and easy to control the smaller weld pool, without pushing a bunch of heat into your sheet metal. Flux core wire is never the best choice for good metal finishing on vintage tin!





**16** When it comes time to block sand fillers and primers, the correctly shaped block is as important as good technique. Softsanders from Eastwood offer a variety of shapes that are actually mapped from original vintage vehicles, as is the case with the purple oval shape. This is an obvious benefit.



**17** Here you can see the benefit of different-style blocks for different shapes on the sheetmetal panels. The idea is to match the shape of the block to the shape of the panel you're trying to recreate or resurface.



**18** If you're going restomod, this is a cool mod that often goes unnoticed until you look closer. The rear valance is seam-welded into the quarters, and the stock backup lights were media blasted and painted to match. It still speaks "Mustang" but is much cleaner. Note the detail on the pinch weld as well; clean and simple to do.

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## ACHIEVE PROFESSIONAL PAINT



**19** This is a decision more than a technique, but is still important to consider. Nothing has been done to the door base, but Ringbrothers door handles give Jaded a custom look with the ease of a bolt-on product.



**20** Don't overlook the cowl balloon assembly on first- and second-generation Mustangs. They always rust and eventually leak. Look at the pitted rust on this Comet panel, even after cleaning with a wire wheel. If you see rust on your cowl, dig deeper and do the repair.

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**21** Removing the cowl vents is tedious, but not difficult. A few dollars invested in an Eastwood Spot Weld Cutter set and a few hours of drilling the 120-plus spot welds will give you access to the nastiness that you're almost guaranteed to uncover.



**22** NPD offers replacement cowl hats that are easy to weld in once the top has been removed. You'll thank yourself for doing this whether you keep your Mustang forever, or are able to use this as a selling point when you flip it. Commit! Do the job right!

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**23** A newer player in the paint and body restoration world is polyester primer-surfacer. This product was first introduced into the aftermarket as a quick fix for hail damage, among other things. With its capacity to tolerate ridiculous film build thickness with no shrinking back (like lacquer and urethane primers) it's a necessary step in most modern restoration shops these days.



**24** This is a door from Jaded at Brian Finch's shop, Hot Rod Transformations (note the homemade door stand where the panel can be mounted where both sides can be worked and painted—nice tip Brian!). It's been worked and coated in Eastwood Polyester High Build, then blocked. The good thing about poly is that it's chemically the same as Eastwood's Glazing Putty, so fillers can be applied over the top if corrections need to be made.



**25** The painted door tells the story of diligent bodywork and proper use of materials. This is right out of the gun at Paintnucation studios, and before any sanding and buffing. The reflections tell the truth, and they're laser-straight!

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**26** Our headlight bezels are made of a low-grade cast pot metal and can't be welded with a MIG welder. There is a common problem with alignment as well.



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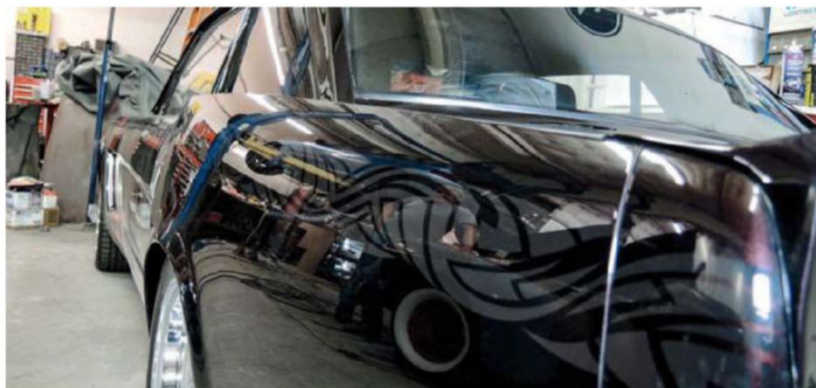


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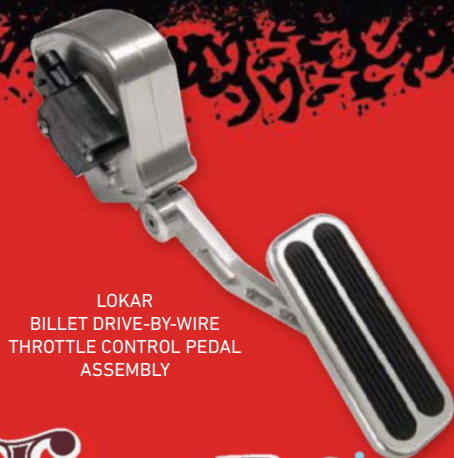


**28** Chris Slee's KVS 9000 restomod has an insane amount of body mods, including a subtle widebody conversion, but the fundamentals are the same as a restoration. Hours of metalworking, blocking the fillers, blocking the primers, and even paint correction techniques after the paint is sprayed, all pay huge dividends. The quality of light reflection is perfect.

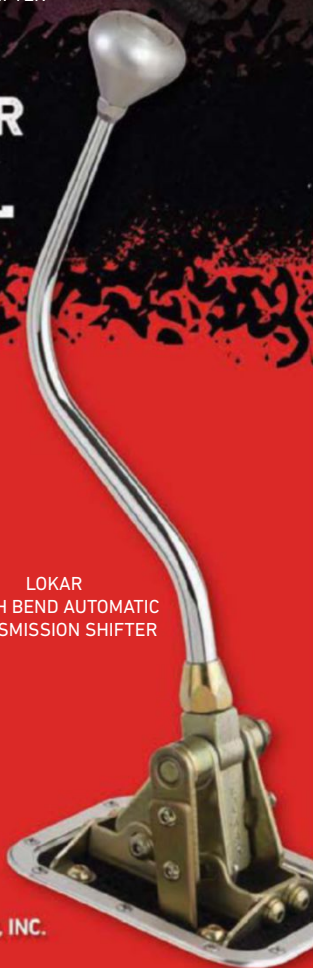


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## SOURCES

### Hot Rod Transformations

[www.hotrodtransformations.com](http://www.hotrodtransformations.com)

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built. If every Mustang rolled off the assembly line with a 428 Cobra Jet, a Top Loader four-speed, and a 3.91-geared 9-inch, those cars wouldn't have the desirability (and matching value) that they enjoy to this day.

It doesn't take a crystal ball to see that even back in the '60s, Ford realized not everyone could afford such a Mustang with all of the high-performance goodies we just mentioned. However, putting together an affordable performance package available on the stronger V-8 optioned engines would not only help sales (not that the Mustang needed help that first year!), but further strengthen

the Mustang's performance image and help pull it away from the early reviews/comments of the Mustang being nothing more than a "re-skinned Falcon." True, the Mustang was initially marketed as a household's second car and therefore designed to appeal to a wide range of buyers, including women, with a huge option list to make the Mustang into a luxury,



The first year GT was available on only two engine options—the A-code and K-code 289 four-barrels. The A-code is of course the 225hp hydraulic cam small-block with the K-code being the now-famous "Hi-Po" 289 with a solid lifter cam. When optioned as such, the A-code could be backed by a three- or four-speed manual or even the C4 automatic, whereas the Hi-Po 289 was optioned with a four-speed only. The rest of the GT-specific parts are easy to spot on the outside: foglights with horizontal chrome grille spears, hood lip bright molding, dual exhaust with special bright tips extending through the rear valance (now affectionately called trumpet exhaust), rear bumper guards deleted, GT fender badges with rocker stripes, deleted lower rocker trim, deleted quarter-panel trim, front disc brakes with "disc brakes" lettering molded into the brake pedal pad, and a five-gauge instrument panel versus the Falcon-type long sweep speedometer flanked by just two gauges. What you can't easily spot is the revised steering gear box ratio, larger front antisway bar, different front and rear spring rates, and more that make up the handling package included in the GT Equipment Group.





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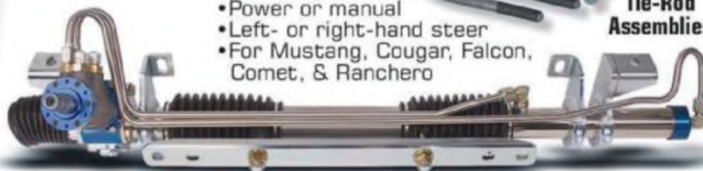
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sporty, or economy car. To really give the Mustang some muscle Ford put together the GT Equipment Group and launched it on the Mustang's first anniversary in April 1965. Ford would also launch the Interior Décor Group at the same time.

The GT Equipment Group was advertised as a combination performance and appearance group. The performance parts were already existing Mustang options (dual exhaust, foglights, and so on) grouped together under one option, whereas the appearance aspects of the GT Equipment Group were all new to the Mustang. GT fender badges, GT identification on the gas cap, and more were only available through the GT Equipment Group option—initially. Later on in 1965 Ford offered the GT Equipment Group parts separately through Ford dealers as an accessory item. This meant that buyers could have their Mustang converted to a GT at the time of purchase, bring their Mustang to the dealer for a GT conversion, or buy the parts over the counter and convert their Mustangs themselves. Factory-built Mustang GTs are often more desirable and worth more, but these dealer- and owner-built GTs are out there. A real factory-built GT will take some due diligence to ensure the car is in fact genuine. Things like production dates, and other not-easily changed or added parts will determine a true factory GT for the '65-'66 model years.

The GT Equipment Group was a factory option (and again, most, if not all of the parts were available through the dealer) from 1965 to 1969 and available on all three body styles—hardtop, convertible, and fastback/SportsRoof. With dwindling GT sales and Ford wanting to put its muscle into such “packaged” cars as the Mach 1, Boss 302, and Boss 429, the GT Equipment Group offering bowed out at the end of the '69 model year. Today, the Mustang GT is a much sought after model, offering crisp performance, distinctive looks, and a nod to Ford's GT racing heritage from the '60s. Let's take a look at what comprises each year's GT package and styling.



For the first year of the GT Equipment Group the Mustang featured these nice chrome louvered exhaust tips exiting through the rear valance. The openings featured a stainless steel trim on the opening. Notice there are no rear bumper guards, as they were deleted to make room for the exhaust tip openings and trim. Of course most '65 models didn't have backup lamps either (optional in 1965), but you'll notice the gas cap is the standard Mustang cap and does not have any GT identification.

### THINGS TO LOOK FOR

- Steering gearbox tag code of HCC-AX (manual) or HCC-AW (power)
- <sup>13</sup>/<sub>16</sub>-inch front antisway bar
- Reinforcing plates for muffler hangers under the rear seat cushion
- Foglight wiring holes in core support
- Rear frametrail reinforcements for exhaust hangers (can feel through frametrail alignment hole)
- Large brake proportioning valve on driver's rear inner fender
- Large disc brake master cylinder with clip-retained lid
- On factory GT cars the foglight switch will also activate the taillights
- GT cars use five-gauge instrument panels in black wrinkle or woodgrain (Interior Décor Group)



Instead of the standard Mustang block lettering and running horse “tri-bar” emblem on the front fenders, the GT features a red vertically arranged shield emblem and the Mustang lettering is relocated to the rocker area and spaced out to lengthen it. The thin-thick-thin rocker stripes run from front to rear wheelwells.



A close-up of the GT fender badge is seen here. There are two different badges, one for cars built before 10/01/65 (cloisonné style on right) and for late '65/early '66 GTs on the left.



At the front the GT used the same honeycomb-style grille as the base car but with mounting brackets to support the 4-inch foglights and grille bars standard with the GT. Also notice the stainless bright hood lip molding attached to the leading edge of the hood. This was only used on Mustangs with the GT Equipment Group in 1965.



Inside, a Mustang optioned with the GT Equipment Group for 1965 would be outfitted with the five-gauge instrument panel, either in black wrinkle “camera case” finish, or with a woodgrain finish if the car was also outfitted with the Interior Décor Group, as this '65 GT is, with an “eyebrow” trim along the top of the gauge panel and glovebox. Note the '65 GT glovebox door in either trim level will be flat-faced, as seen here, versus the curved glovebox door the base '65 uses. Keen observers will also spot the circular “disc brakes” emblem on the brake pedal pad as well.



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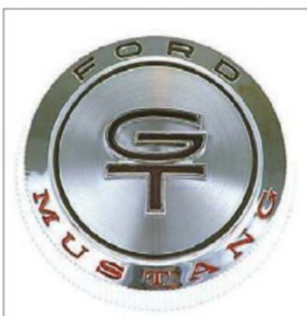


# 1966

The GT Equipment Group option for 1966 didn't see much in the way of change. The package continued along with the same V-8 engine requirements (an A-code or K-code 289 mandatory) and featured the same mechanical upgrades like manual disc brakes, larger front antisway bar, handling springs and shocks, dual exhaust with bright extensions, and more. New for 1966, the K-code Hi-Po 289 could be backed by the C4 automatic, so yes, you could see a Hi-Po/automatic GT in 1966. The '66 version of the grille and foglights on the GT differed slightly from the '65 model. The '66 GT used the same grille as the base car, but the extruded aluminum egg crate grille was completely blacked out (the base car had horizontal bright edges). The foglights still used '65-style horizontal crossbars emanating from the horse and corral but gone were the vertical corral supports. New for the '66 GT Equipment Group package was the GT identifying gas cap at the rear.



This '66 GT convertible shows the stock '66 grille, blacked out for the GT Equipment Group, along with the standard 4-inch foglights and revised '66 horse and corral (no vertical support bars). Also visible are the carryover rocker stripes, GT emblem, Mustang lettering at the bottom of the fender, rocker molding and quarter ornamentation delete, and the stainless hood lip molding (which is standard on all '66 Mustangs).



Shown here is the standard '66 Mustang gas cap with the running horse emblem in the center next to the GT Equipment Group optional gas cap with vertical GT lettering. This is an easily swapped part and sold over the counter at Ford dealers, so don't take the presence of this cap as a definitive sign the Mustang is indeed a factory GT.



For 1966 the Mustang GT's interior was similar to the '65. If the '66 had the interior Décor Group the same eyebrow-style five-gauge instrument panel and glovebox door were used. Otherwise the '66 GT with base interior used the new for '66 five-gauge instrument cluster and glovebox door with 360-degree trim line. Foglight switch location varied slightly depending upon build plant and if the car featured a power convertible top.



Here are the three five-gauge instrument panels that you will find in '65-'66 Mustang GTs. Up first is the '65-only standard interior GT panel. This has the black finish and unique upper eyebrow trim. Next is the same eyebrow panel but with a woodgrain finish. This was used in '65 and '66 Mustangs with the Interior Décor Group package. Lastly, the '66 five-gauge panel with the 360-degree trim line, which was used in all '66 models, including base interior GT Equipment Group cars. Naturally, the glovebox door will match these instrument panels as well.



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GT Equipment Group package, so any '67 with a factory installed Hi-Po is automatically a GT car as well, of which only 489 were built! Starting in 1967, Ford changed its record keeping procedures and today it is easy to verify a true '67-'69 GT by acquiring a Mart Report from Marti Auto Works ([www.martiauto.com](http://www.martiauto.com)).

Similar to the '65-'66 GT stripes, the '67 GT rocker stripes used only a GT or GTA badge, with no Mustang lettering. The GT badge was used on three- and four-speed manual-equipped GTs and the GTA badge, exclusive to the '67 model year, denoted a GT with an automatic transmission. Once again the rocker molding was deleted on GT cars too, except for fastback models, where the molding was standard on all trim levels. The GT Equipment Group's 4-inch foglights, disc brakes (now power assisted), handling package with specific springs and shocks and larger antisway bar, and GT-labeled gas cap all carried over with '67-specific parts. Also new to the package for 1967 were F70x14 tires. An optional Competition Handling Package with 15-inch wheels, Traction-Lok differential, and firmer suspension was available only when the GT Equipment Group package was ordered. Unlike the '65-'66 models, '67 GTs did not receive any special interior changes.

**1967** For 1967 the Mustang received its first major redesign, giving the Mustang a longer and wider look. Along with that look was a freshening of the grille area, taillight area, and other exterior trim pieces. The GT Equipment Group soldiered on into 1967, embracing these changes. For the first time the GT Equipment Group could be ordered with the base two-barrel 289 engine (C-code) instead of mandating the A- or K-code four-barrel 289s. New for 1967 was the Mustang's first big-block, the FE-based 390, which could also be optioned with the GT Equipment Group. The base two-barrel 289 was the only engine package to use single exhaust with the GT Equipment Group. All other V-8 engines were outfitted with typical dual exhaust and new for 1967 quad exhaust tips. The 289 Hi-Po K-code option automatically added the



The '67 GT featured similar 4-inch foglights as the '65-'66 Mustang GT, but the horizontal bars were new to match the standard '67 grille design. A common misconception is the turn signal hood is part of the GT Equipment Group. It is actually a part of the Exterior Décor Group, which includes the hood, bright wheel lip moldings, rear decklid moldings, and a pop-open gas cap.



There can often be confusion as to the correct gas cap on a '67 (or '68) Mustang GT. The base Mustang cap for 1967 used a black center with a silver-edged, three-pointed emblem with the running horse tri-bar logo. When the GT Equipment Group was added, the gas cap center was changed to the vertical GT lettering in the center. When the Exterior Décor Group was ordered on a GT the gas cap was updated to the pop-open-style cap with black vertical GT lettering.



For the first time, the GT Equipment Group included a specific wheel for GT cars, the 12-slot Styled Steel wheel. An option for any V-8 model in 1968, the GT version was chrome (unless the Reflective Group option was ordered, then the wheels were painted with reflective paint and the C-stripe was reflective as well) and featured a brushed center cap with red GT lettering.



**1968** The Mustang for 1968 carried over much of its 1967 freshening, and that included the GT Equipment Group as well. The foglights, stripes, emblems, and so forth were all still part of the package, but everything was changed for the '68 version of the package. The 4-inch foglights were fitted directly to the grille with special brackets behind the grille, eliminating the horizontal support bars for a cleaner look. The GT fender emblem now

became a rectangular black box with the bright GT lettering embedded within versus the '67's individual GT lettering. Gone also was the one-year-only GTA automatic identifying emblem.

The GT stripes moved from the rocker panel, where they had been since the launch of the GT Equipment Group, to a new C-stripe that started at the tip of the front fender, wrapped around the new-for-'68 quarter ornament, and ended mid-door. The GT gas cap for 1968 was updated to the pop-open style first seen on the '67 with Exterior Décor Group (that option was canceled for 1968) but the vertical GT lettering is red for 1968. For the first time a specific wheel package is called out in the GT Equipment Group option. The '68 used a chrome 14-inch Styled Steel wheel with trim ring and brushed center cap with vertical GT lettering, also in red, wrapped in F70x14 rubber. The heavy-duty suspension parts were still included, but the power disc brakes were moved to a separate option listing, though mandatory with the 390 FE in the GT.

The '68 GT Equipment Group option could once again be ordered with only a four-barrel V-8 engine. The 289 two-barrel would not be eligible for 1968. The new 302 four-barrel small-block and the 390 FE big-block were it with dual exhaust and quad exhaust tips once again. That is of course until April 1, 1968, when Ford introduced the '68½ 428ci R-code Cobra Jet with mandatory GT Equipment Group that is! Sales of the Mustang GT were in decline, even with these changes for 1968. The writing was on the wall that the Mustang GT would soon be history.





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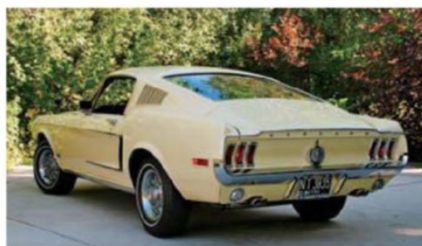
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The pop-open gas cap from the '67 Exterior Décor Group package became the standard gas cap for the '68 with the GT Equipment Group, now with red lettering to match the wheel centers.



Also new for the '68 model year was Ford's new 302ci small-block. The 289 two-barrel was available early in 1968, with a 302

two-barrel engine replacing it later in the year, but a '68 Mustang GT could only be equipped with a 302 four-barrel (J-code) when referring to small-block applications.



The mighty Cobra Jet Mustang debuted mid-year for 1968 and featured a grossly under-rated 428ci FE big-block (officially 335 hp, yeah right!). This track terror had many performance parts exclusive to the Cobra Jet (functional ram air hood with center black-out stripe, shock tower reinforcements, and more) but to be a Cobra Jet it also was mandatory to be ordered with the GT Equipment Group. So, all '68 1/2 R-code Cobra Jet Mustangs will have the standard GT bits, including C-stripe, GT wheels, GT pop-open gas cap, and so forth.



**1969** By the time 1969 rolled around GT sales had dropped significantly. Couple the drop in sales with Ford's effort to sell "packaged content" vehicles like Mach 1, Boss 302, and so forth—especially with the Mach 1 package offering more content than the GT Equipment Group offered, including a nicer interior—and it is easy to see why the GT Equipment Group disappeared after a dismal '69 model year run of just 6,694 units across all three body styles.

Carried over for the final year, the GT Equipment Group still featured such mainstays as stripes, emblems, heavy-duty suspension, and dual exhaust

with bright tips. However, the '69 model GT would be the first, and only, GT model to not have GT emblems anywhere on the body. Sure, it had the GT center caps on the Styled Steel Wheels and pop-open gas cap like the '68 (the '69 gas cap was slightly restyled), and the thin-thick-thin rocker stripe returned for its final year, but there wasn't a hint of GT lettering anywhere on the front fenders as in years past. Gone too were the GT's foglights. New to the package was a non-functional hood scoop with turn signal indicators at the rear (except for Ram Air Cobra Jets, which had a functional Shaker scoop of course) and hood pins with lanyards.

For 1969 the GT Equipment Group was available with five V-8 engines, starting with two 351 Windsors (two- and four-barrel) that were new engines to the Mustang line for 1969. Returning for its third year in the Mustang was the 390 four-barrel carried over from 1967 to 1968, and finally there were two 428 big-blocks. The 428 offerings included a non-ram air and a Cobra Jet version with ram air Shaker scoop through the hood. A three-speed manual was standard on the 351s, whereas the big-blocks all required the four-speed manual option. Automatics were available as an option behind all five of the GT Equipment Group eligible engines.



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New for the '69 version of the GT Equipment Group were a non-functional hood scoop (seen here on a 351 Windsor-optional GT), and hood pins with lanyards. A functional Shaker scoop was only optional with the 428 Cobra Jet ram air.



The thin-thick-thin GT rocker stripes returned for one last hurrah, though neither the Mustang lettering nor the GT emblem came with the stripes. The 12-slot Styled Steel wheels with trim rings and GT lettered center caps carried over from 1968. However, for 1969 the wheels were standard in an argent paint finish with chrome as an option. A rare color option would have the wheel face-painted body color with chrome trim surrounding each slot opening.



The pop-open gas cap became a mainstay of the GT Equipment Group for 1969, though the face received a minor update with a gear-motif edging surrounding the traditional vertical GT lettering in red.

## Common GT Myths

There are many common misconceptions about the GT Equipment Group package and what is included. We've heard many stories over the years, some from well-intentioned Mustang owners and others who just plain didn't have a clue. For your reading pleasure we offer the following tidbits.

- '65-'67 GT Mustangs all came with Styled Steel wheels. This is not true. While a popular option, the GT Equipment Group did not include a specific wheel until 1968.

- All GT Mustangs had deluxe interiors. Again, not true. The Interior Décor Group could be added to any Mustang model and the Deluxe steering wheel was also a separate option.

- All '65 Mustang GTs were manual transmission only. This bit of misnomer actually stems from the K-code engine option enthusiasts. True, a K-code Mustang had to have a manual trans in 1965 (in 1966 you could back it with the C4 automatic), but '65 GTs were not all built with the K-code engine. Most were built with the A-code four-barrel 289.

- Mustang GTs were outfitted with open-element air filters and Cobra-lettered valve covers. Well, only partially true. A GT would have the chrome open-element air filter from '65-'67 if it was a K-code Hi-Po optional GT. Otherwise the standard enclosed air filter housing was used. The valve covers were stock stamped steel except for the '68 big-block GTs, which received chrome valve covers. The Cobra-lettered covers were over-the-counter add-on items, though popular back in the day.

- The '65-'66 Mustang GT came with the Rally-Pac. Again, a popular option and dealer add-on, but the Rally-Pac mounted to the steering column in no way denotes a '65-'66 with the GT Equipment Group option.

- The louvered "turn signal" hood in '67-'68 was part of the GT Equipment Group and should have matte black stripes. Once again, many people mean well but are confusing their option packages. The louvered hood was part of the Exterior Décor Group package in 1967 and a separate option in 1968. Only the 1968 would have the matte hood stripes and only when the separate Two-Tone Paint option was added.



- The in-dash tachometer for 1967-1968 was standard with the GT Equipment Group. Sadly, no, it was a separate option.

- Export braces and Monte Carlo bars on '65-'66 Mustangs indicate it is a GT. Here, people are confusing Shelby add-ons with the Mustang GT. A Shelby G.T. 350 would have these, and many owners added them over the years to their '65-'66 Mustangs, but these two engine bay additions were not part of the GT Equipment Group offerings.



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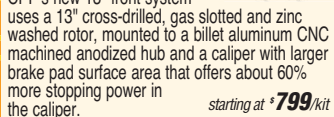
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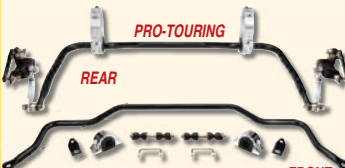


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# Evolution or



Eric English **TEXT & PHOTOS**

{1978 MUSTANG II}



**I**f you're the type who reads *Mustang Monthly* from cover to cover, you may recall editor Kinnan's debut Hoofbeats column, in which he let you in on a little secret of his. Drum roll please ... he has a soft spot for Mustang IIs! But truth be told, he's not the only one—take a look here and you'll see what we mean. It turns out that Portland, Oregon's Brett Behrens has considerably more than a soft spot for the genre, as he's gone hog wild with a full-on Pro Touring Mustang II. To say this thing is wild, and the baddest II we've ever encountered short of a Pro Stock drag car, may well be the understatement of the year.

**Brett Behrens**  
embraces his Ford roots with  
something way out of the norm

# Revolution?





■ You've likely never seen a V-10-powered Mustang before, and certainly not a V-10 Mustang II! Owner Brett Behrens wanted something different, and he certainly got it with this 413-inch Triton V-10. The engine is physically big, but looks right at home in the well-crafted engine compartment. Power output is currently 396 hp and 475 lb-ft of torque, with the only mods being the custom intake, headers, reground cams, throttle body, fuel injectors, and tuning. Brett says there's more to come.



■ In case you aren't clued in by five exhaust ports on each side, the hand-fabricated intake spells out the 10-cylinder engine architecture. A-Team Racing in Bend, Oregon, built the equal-length intake manifold in-house, which gets air and fuel from a 90mm Accufab throttle body and 50 lb/hr injectors.



Truth be told, Brett isn't exactly a dyed-in-the-wool Mustang II fan; rather he's a Ford man who was looking for something different to build. You'd think that would pretty well rule out a Mustang, but not the '74-'78 variety, as it turns out. "I always thought there was potential with the

Mustang II, but found the car pretty awkward with their short wheelbase and small wheelwells. Despite that, the overall profile and modest physical size and weight are really appealing. I knew that with the right people involved, it could be done well." The right people turned out to be

automotive illustrator Ben Hermance, and A-Team Racing's Gordon Aram. Hermance drew up some renderings of a wild Mustang II hatchback with '05 Mustang fender openings, wheels pushed toward the corners, and a noticeably wider track. Aram and com-

pany were the build team who confirmed that Brett's wish list for the project was physically possible, including a V-10 engine, six-speed transaxle, and Corvette suspension and brakes. Gasp all you want at the lack of brand loyalty, but truth be told, such Vette hardware is a darn good choice when going radical (and many





■ The dominant twin brow dash pad has vintage Mustang written all over it, however racing and touring vibes abound. Race inspired: rollbar, adjustable Wilwood pedals, large transmission tunnel, brake bias adjuster, Schroth harnesses. Touring inspired: Leather appointments, Alpine entertainment system with ARC Audio amps and speakers, Dakota Digital analog gauge cluster (VHX-1100), and Vintage Air A/C. Stitchcraft in Bend, Oregon, did the bulk of the interior work.



■ Like it or not, Corvette Z06 brakes are awesome. The fronts, seen here, feature 14-inch rotors and six-piston calipers, while the rears are a 13.4-inch/four-piston combination. EBC rotors and pads replaced the stock components, and barely visible are a few trick suspension bits from PFADT Race Engineering, to include coilovers and an adjustable front antisway bar.



■ From the front or rear, the overall look is that of serious business. Grip Equipped wheels are subtle and large (18x9.5 and 19x12), the stance is spot-on, and glimpses of hard-core hardware are evident from the street view (rollbar, rear antisway bar).

aftermarket front suspension systems for Mustang use the modern Corvette bits now as well). Of course what really counts is the heart of the beast, where a true-blue 6.8L Triton V-10 now resides.

The build got started in 2012, with Aram acquiring a decrepit '78 Mus-

tang II shell, along with a wrecked '08 Corvette Z06. The frame is fully custom, predominately constructed of 1 $\frac{5}{8}$ -inch DOM 1020 steel tubing, and was absolutely necessary to stretch the wheelbase the 12 inches that Hermance and Brett identified as visually ideal. The Corvette engine and

suspension cradles were incorporated into the frame as a mounting point for the IRS and front suspension, and the six-piston factory Z06 brakes were employed as well. Fully dressed, Brett's '78 weighs in at just under 3,000 pounds, hundreds less than the Corvette that donated its parts. The

performance potential is obvious.

No doubt Brett had some great options when it came to a powerplant, but his choice is rather unexpected in the world of domestic hot rodding. While several high-end manufacturers have made a go of performance-oriented





■ The Mustang Evolution draws design elements from a number of different eras. A good example is the hood scoop assembly, which sharp eyes will identify as being '71 Mustang sourced. Gordon Aram deftly cut off the metal skin of the '71 hood, reshaped it, and grafted it to a Mustang II hood frame – of course that's a slight oversimplification of the complicated job!

V-10s, it's a rarity amongst stateside manufacturers (Dodge notwithstanding). Seeking something similarly exotic, Brett wondered why he couldn't modify Ford's truck-based 413-inch Triton V-10 for a performance application. Aram and company assured Brett that the shoehorn part of the job could be effectively accomplished, and the course was thus set. Truthfully, the engine isn't fully developed at the moment; rather it was treated to some rudimentary enhancements and installed in that form to get the project on its feet. With more development to come, Brett likes to point out that the current rear wheel output of 396 hp and 475 lb-ft of torque is very much akin to the Viper's first rendition back in 1991. That level of performance is a result of a basic rebuild of an '05 6.8L with custom-fabricated tubular intake and headers,

a 90mm Accufab throttle body, 50 lb/hr injectors, custom reground camshafts from Isky, and a special tune.

Considering the radical makeover and extended wheelbase, you might be surprised that the overall length of the '78 hatch hasn't changed. While Aram was busy with the frame and drivetrain, his crew of Avery Bell, Ryan Gridley, and Mike Teagarden were full steam ahead on the body. Besides the modified factory panel that surrounds the grille and headlights, the entirety of the bodywork is done in metal, including the thoroughly modern front air dam. And who'd have thought that '05 wheelwells would work so well on a design from the '70s? Designer Hermance for one, who aptly coined the effort "Mustang Evolution."

Perhaps nowhere is the evolution more visually



■ These images show the Mustang II in various states of partially finished form at A-Team Racing, which are revealing to say the least. Two things stand out in our minds: 1. Note the all-metal nature of the impressive bodywork. 2. Realize how a project like this has to be assembled for test-fit, function, and so on, only to be completely disassembled again for finish work.



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dramatic than in the rolling stock. We chuckle when remembering that Mustang IIs originally rolled on diminutive 13-inch rubber, now replaced with giant 18s and 19s. The change could only be effectively pulled off in concert with the myriad of body modifications, the result of which is visually pleasing and balanced from nose to tail. Equally pleasing we think is the two-stage topcoat that Aram sprayed in a modern Kona Blue.

Mustang Evolution is now to the point where plenty of shakedown runs have been made and the car is largely dialed in. Brett tells us it's a hoot to drive, with huge low-end torque, only to be enhanced when the engine development progresses a bit more. Brett is also assured that he'll

never see himself coming and going, which was a key point of the build to begin with. We like that sentiment of bucking the status quo, which leads to the question of whether Brett's '78 may be as much revolutionary as evolutionary? Either way, the end result certainly elevates the Mustang II to a higher place in the world of hot rodding. ■■



■ Seriously large 325-series rubber fits nicely at the rear due to an all-metal widebody treatment, again by the hands of Avery Bell. Mike Teagarden constructed the metal brake scoops, and made them fully functional.



■ This is largely what the Mustang Evolution's air dam looked like prior to paint, however this particular example is intended for a narrower stock-width Mustang II.

## Pay to Play

Owner Brett Behrens faced a challenge that every enthusiast must address when building a custom car: How will I pay for it? As Brett described, "There are plenty of people who want to have a custom car built and have a good income, but don't have a pile of cash at the ready. In fact, I was one of them. I found that traditional lenders just aren't interested in loaning money for projects like this, they really don't even understand the concept." With a background in finance himself, Brett got creative with the Mustang Evolution project, in turn starting a business venture that may help others who find themselves in his very shoes. He formed Specialty Car Solutions ([www.specialtycarsolutions.com](http://www.specialtycarsolutions.com)), and linked up with a handful of car builders to offer loans for car projects done through approved shops. So far the shops include A-Team Racing, BS Industries, Crossroad Customs, PCHRods, and more to come. To be clear, these aren't loans for the do-it-yourselfer who needs financing, but it could be a welcomed option for some. SCS can loan for completed new and used specialty cars as well.



■ You've never seen a Mustang II that looks like this underneath. Note the C6 Corvette front cradle, custom oil pan and headers, stainless exhaust, and rear-mounted six-speed transaxle. Hidden from view, but critical to the cause, are a billet aluminum steering rack from RetroRack and the stock Corvette torque tube, which connects the engine to the transmission. A Browell custom steel bellhousing allows for the unusual transition.



■ A '77 Toyota Celica taillight panel was chosen for several reasons. 1. It was a perfect fit dimensionally. 2. It yielded an OEM quality look. 3. It just so happens to have more of a traditional three-bar taillight assembly than an original Mustang II. The taillights originally used amber outermost lenses, which were changed to red for a traditional Mustang vibe. Sequential turn signals are via a Classic LEDs retrofit.



■ Avery Bell fabbed up the front air dam setup completely out of metal, which drew inspiration from the '12 Boss 302. The scoops are functional, cooling the brakes, and feeding air to the oil cooler and power steering cooler.





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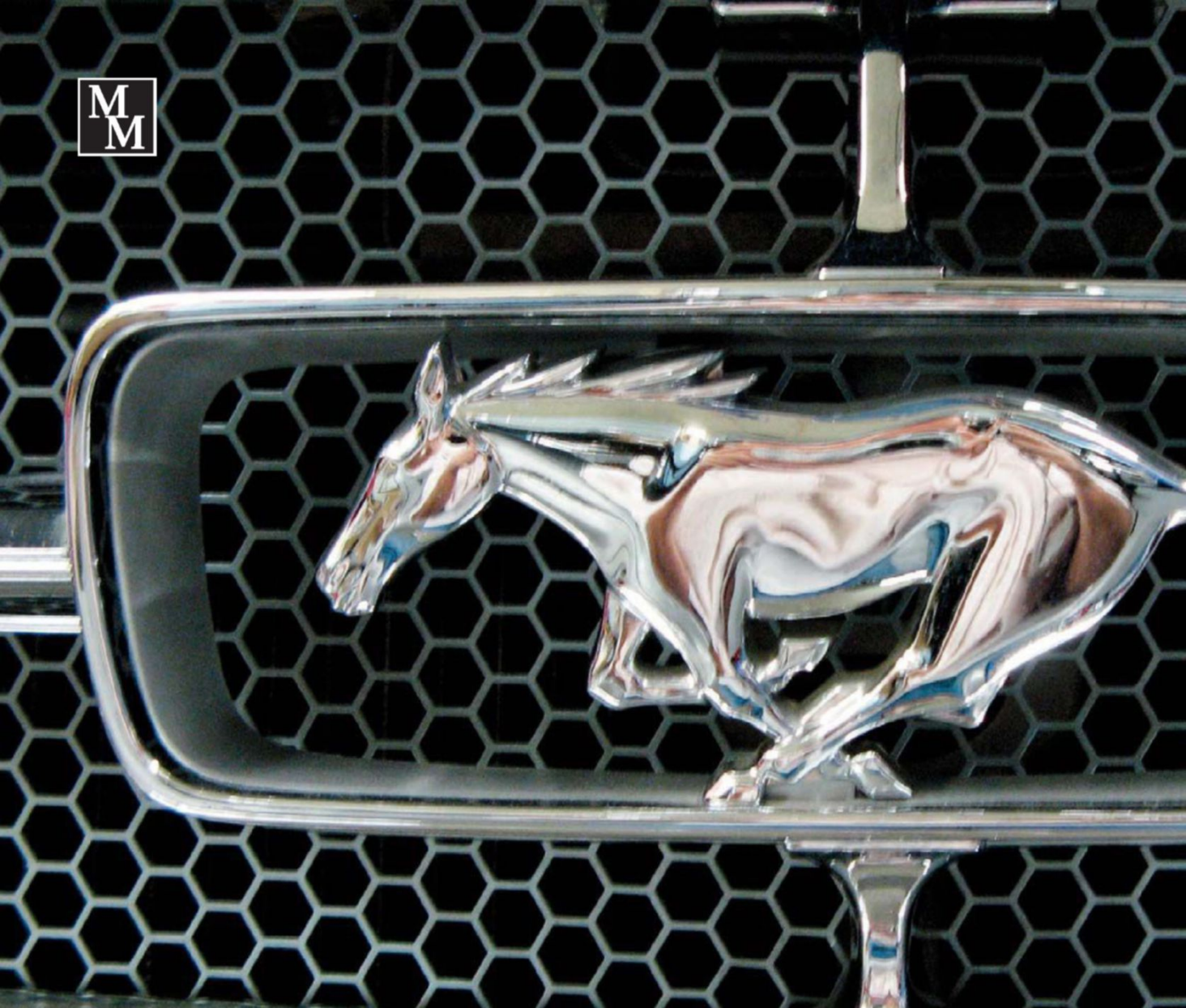
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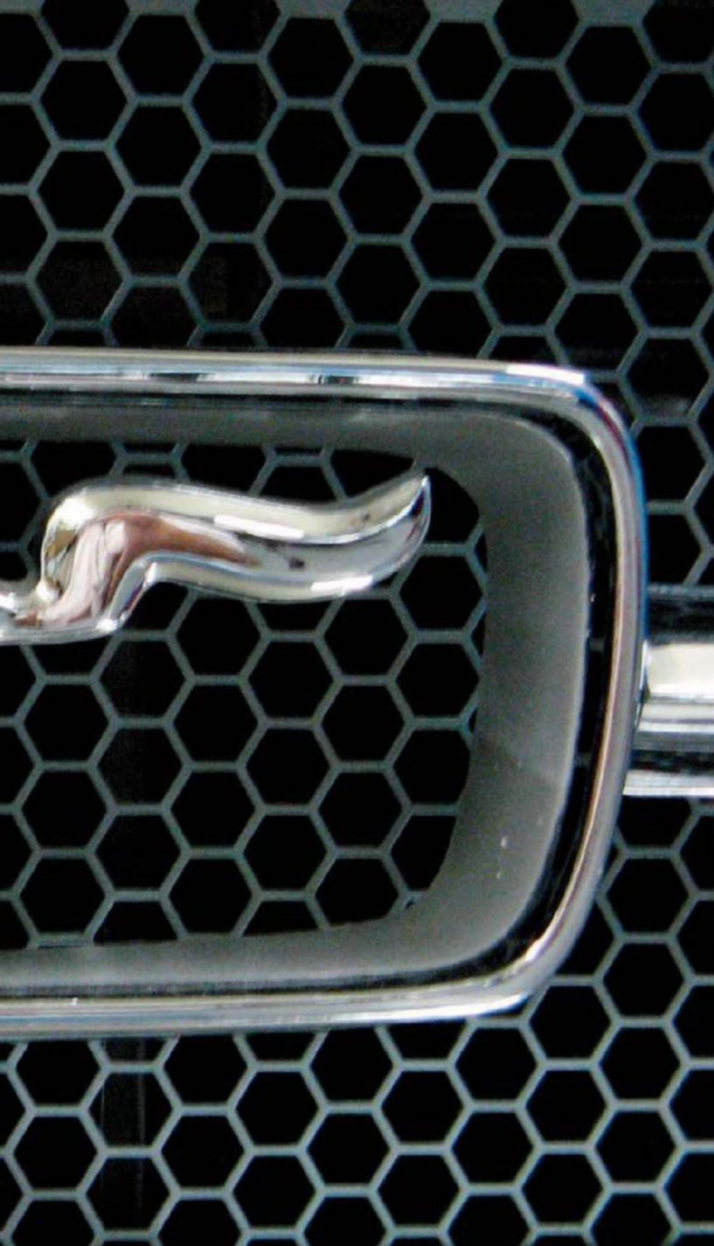
**N**ew research has been released to assist in identifying the first Mustang to leave the Dearborn Assembly Plant assembly line on March 9, 1964, the first day of retail Mustang production for Ford Motor Company. Understanding the process to get to that elusive first production Mustang is a step-by-step journey. We must start at the very beginning when the first clay mold of a Mustang was sculpted, turned into a wood buck, and then into a metal likeness.

Those first chassis produced were known as prototype Mustangs. The

dictionary defines prototype as a one-of-a-kind item. From research, we believe about 25 prototype chassis were constructed. Each one of those cars were, in fact, one of a kind, simply because they were all hand-constructed and assembled, each being different in its own way due to ongoing changes and early construction irregularities. Although the main purpose of building these chassis' was to confirm part compatibility, fit, and functionality, some of these cars were actually used for first-ever advertising clips. The one known surviving prototype

chassis existing today is a hardtop that was converted into a convertible, originally identified as a Special Falcon II, more commonly known today as the '63 Mustang II convertible owned by the Detroit Historical Society in Detroit, Michigan. Modifications to the Mustang II configuration were performed at Dearborn Steel Tubing, a Ford modification contractor in Dearborn. That Mustang has been a display car since its transition was completed. It is believed all other prototypes were destroyed, with the possible exception of one.





# THE REAL JOB ONE

RESEARCHED AND WRITTEN BY Bob Fria

Identifying the First Mustang off the Dearborn Assembly Plant Assembly Line on March 9, 1964; the First Day of Mustang Retail Unit Production

**[Editor's Note:** In the Apr. '15 issue of Mustang Monthly, we dug deep into Bob Fria's decades of research about how Mustang production began over 50 years ago. Since that story was published, Bob has found even more information about the elusive, actual Job One Mustang built that day in early March. This car, the very first production Mustang to roll off of the assembly line, is the "Holy Grail" when it comes to early Mustangs, and while it has yet to be found, Bob's research has just made it identifiable. Now, the rest of the story.]



PHOTO COURTESY OF FORD MOTOR COMPANY



PHOTO: AL ROGERS

■ Shown here in both the Ford-produced publicity shot and Al Roger's modern-day photo is the Special Falcon II, more commonly known as the '63 Mustang II convertible.

As the Mustang build program moved on toward production of the first retail Mustang, the next phase started with the scheduled build and assembly of Mustangs known as Pilot Plant cars, all assembled at the Allen Park Pilot Plant facility

in Allen Park, Michigan. It is believed one of the hardtop prototype cars was sent to the pilot plant for example use in understanding the part placement and build process for the to-be-built pilot cars, and had a VIN 4S07XXXXXX ("S"

is the pilot plant designator). One photograph of this actual stamped VIN on an inner fender exists in the Ford archives but the numerical sequence numbers are not shown in the photo. Research pointers indicate the first actual,

all hand-assembled pilot plant produced chassis had Allen Park Pilot Plant VIN 5S08F100000. We know at least 15 pilot cars were scheduled by Ford to be built, after this 100000 control chassis, known as the Batch A grouping. The





PHOTO: BILL SWIDGER

■ The only known pilot car to survive today as a pilot plant VIN identified chassis, 5S08F100009, exists as a Dearborn Steel Tube company project, which modified the convertible into a fastback configuration. Research shows two of the latter-built pilot plant chassis were sent to the Dearborn Assembly Plant, where the new Mustang assembly line would be located. There they were inserted onto the assembly line at the start of the pre-production run and built into final completed Mustang cars for special use by Ford as indicated by their data plate DSO numbers. Those two cars have been positively identified as pilot plant Inventory Control Numbers A12 and A15, which also were administratively addressed as pilot plant VIN numbers 5S08F100012 and 5S07U100015, respectively.

first would be assigned a pilot plant Inventory Control Number of A1, the last known chassis being A15. Ultimate uses for most of those chassis have been accounted for, except for four. Their dispositions are unknown and may have been scrapped.

Current research shows approximately 180–210 total pre-production cars were built on or before March 5, 1964. There are

no known pre-production cars built after March 5. As these cars were completed, they were driven into an indoor warehouse holding station and remained there until the entire run was completed, except for ones still needed to fill internal Ford engineering and testing requirements.

Plans were made for the Job 1 roll-off on March 9. When a new car line was started, for publicity

purposes, the final assembly line roll-off station was prepared to be photogenic for the publicity pictures. The station was cleaned, painted, and spruced up so the Job 1 car could be photographed with Ford dignitaries. These photographs would be used by the Ford Photographic Department. Today, although there were assuredly many photographs taken of the event, there are no images known to exist depicting that Job 1 roll-off. Examination of images from the Ford Photographic library fails to produce any of these images. Neither does a survey of the Ford Archive Department or other company department files, or from the Benson Ford Research Library. No known personally owned photographs have been located. We do know, from personal interviews, some of the dignitaries that participated at the ceremony—Henry Ford II, Lee Iacocca, Hal Sperlich, and Gale Halderman were but some of those photographed at the event.

Now let's address which identifiable Mustang was the first roll-off Job 1 car. From experience, Ford

employees knew you could never have a "raw, unheard" roll-off event that would be worthy of introduction PR photography. A designated time was used for all dignitaries to be in place at the roll-off station; however, no one could predict the exact time the actual Job 1 car would exit the line. First remember, the Mustang was built interspersed with Fairlane cars on the same line. So, for instance, at exactly 9 a.m. the car (or cars) coming off the line might be a Fairlane, not a Mustang. Additionally, the exact timing for Job 1 roll-off was a moving target, simply because assembly line abnormalities might cause the line to be stopped for a period of time, sometimes extended, due to some problem, thereby causing an undetermined delay. Another problem to be reckoned with was the color presentation for photographic composition of the Job 1 Mustang. The best photos would utilize a Mustang with eye pleasing color and body appeal, i.e. hardtop or convertible and visible exterior options.

So how were all of



PHOTO: FORD MOTOR COMPANY



PHOTO: ROBERT FRA

■ Chassis 5S08F100012 is known today as the first VIN numbered pre-production convertible, 5F08F100001, located at the Henry Ford Museum in Dearborn, Michigan. Chassis 5S07U100015 is known as the first VIN-numbered pre-production hardtop, 5F07U100002, owned privately, is located in San Diego, California.



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PHOTO: FORD MOTOR COMPANY



■ While this is not the Job 1 car, perhaps the real one looks just like it?

these potential issues addressed so as not to embarrass the VIPs in attendance? The answer was simple. Just pretend the roll-off Mustang was the actual Job 1 car. To accomplish this illusion for the photographers, a small group of Mustangs from the already built pre-production cars being stored at the holding bay were pre-chosen for that specific use. Those Mustangs were selected for their body styles, exterior and interior colors, and their installed options. Some of those cars were pre-selected, exactly identical Mustangs, the twin to be used in place of the originally selected car should that car become damaged or unavailable during the staging process. The cars were driven to the Job 1 roll-off station, where the assembly line would be stopped, and they were selectively placed at the head of the line, ahead of the Mustangs being produced on that first day of retail production. Now the particular pre-selected Mustangs could be placed in proper sequence for the roll-off photos. Photographic predictability was certain, as was the event timing. Because of this staging process, we will probably never

know the actual VIN of the first production Mustang built that 9th day of March 1964, as it was preceded by all the VIP publicity using pre-production Mustangs ahead of its actual roll-off. Even if the Job 1 Mustang had been photographed as the real “Job 1 Mustang,” it would be hard, if not impossible, to identify that car today as there would be no VIN number associated with the photograph. There are no known Ford Motor Company records revealing an actual VIN number for that Mustang. So its identity is lost. Well, maybe not.

Recently, researched and discovered radiator support coded markings applied during assembly reveal this car should have a radiator support painted Inventory Control Number of B1. Its VIN sequence number would fall between 5F0xx100180 and 5F0xx100210. That Inventory Control Number was hand painted onto the radiator support early in the assembly process, and was subsequently painted over with black engine bay paint, at which point it became invisible.

The only way that code would be found today is if during a restoration, the radiator support was care-



PHOTO: ROBERT FRIA

■ To find the real Job 1 car, one must remove the factory black paint from the radiator support to find the marker outline of B1. This photo shows the author's support from his car (VIN 100002) after it was stripped to bare steel. The top line of the four-line code here is A15, the inventory control code (also known as the rotation number).

fully stripped of its black paint by a nondestructive metal surface process and the code number, now chemically etched into the support metal from age, would become visible—and that magic number for Job 1 would be B1.

Let's look at those pre-production cars used for the photographic session at Job 1 ceremonies. The only information able to be researched today from known sources comes from Gale Halderman, the Ford designer credited with the first Mustang designs. Mr. Halderman has related directly that he remembers events of the day well, some 50 years later. He was there to specifically watch for the placement of a black Mustang hardtop pre-designated to become Henry Ford's personal car. That car was identified by VIN 5F07K100148 and was to be pre-positioned for roll-off as the fourth Mustang to roll out. And it was. As to the other cars preceding it, his memory is void of specifics. Now we've defined the first group of three Mustangs preceding the Henry Ford fourth car.

It seems probable there

would have been a mix of hardtops and convertibles, selected for primarily color. Could the 5F08F100001 Wimbledon White convertible have been one of those cars? Could the 5F07U100002 Caspian Blue hardtop have been one of those cars? And if so, which one was presented first off the line? After all, they were the first two Dearborn Assembly Plant VIN-numbered Mustangs. It is possible these two Mustangs may have been the first photographed coming off the line. But so is it possible some of the other pre-production Mustangs were selected for use in those spots. They were looking for color presentation. So using a particular photogenic color would have been a large factor in the position selection criteria. Until a photograph taken that day at the roll-off ceremony is found, if ever, we will probably never know which of these pre-production cars were used for the session, or in what sequence. And then, the cars shown would not have been identified by VIN number, so it's not possible to know exactly which




one of those Mustangs were used.

We've identified two areas here that seemingly would produce the real identity of the "Holy Grail" first Mustang produced on Job 1 day, March 9, 1964. First, the real Job 1 Mustang we believe to be identified by its Inventory Control Number B1 was assembled first on the Dearborn assembly line that day. By definition, this car would be the Job 1 car. Second, we have to recognize the staged pre-production Mustangs as being the "first" roll-off Mustangs. Perception tells us the first car off the line was the real Job 1, but in fact it was not and only staged there for the photographers. Sometime

later that morning that first day of production, Job 1 Mustang, B1, was rolled off the line. It may not have been photographed as the Job 1 Mustang, and today would only be identifiable by its Inventory Control Number B1 with a corresponding VIN in the range of 5F0xx100180 and 5F0xx100210.

Until someone finds and is able to identify the B1 Mustang, we will have to accept the first roll-off pre-production unit as the "Holy Grail" first '65 Ford Mustang to roll off the Dearborn Assembly Plant assembly line (roll-off being the key word here—not "built that day"), and reserve the

real "built that day" Job 1 title for the B1 yet-to-be-found car.

The purported "first Job 1 '65 Mustang Dearborn Assembly Plant roll-off" car was photographically recorded for PR purposes only and was an illusion depicting the first Mustang built on March 9, 1964. 

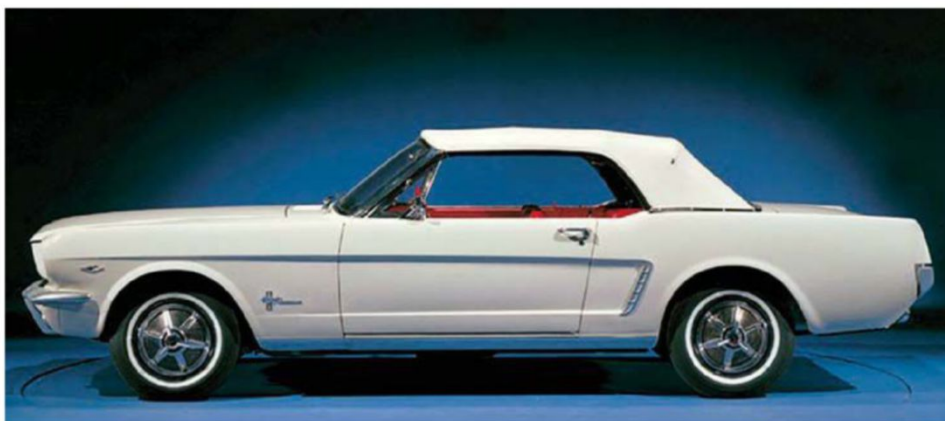


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# Steering Wheel Restoration

YOU DON'T ALWAYS HAVE TO BUY A NEW STEERING WHEEL TO REPLACE A CRACKED FACTORY WHEEL

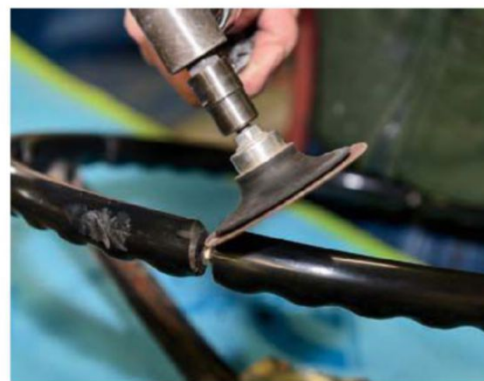
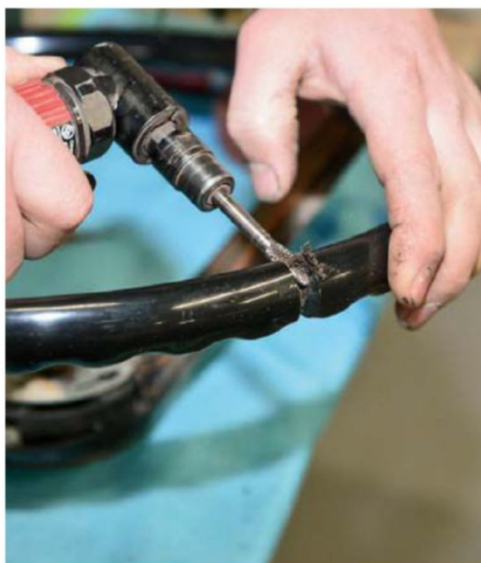
**WHENEVER YOU'RE DEALING WITH AN ORIGINAL EARLY MUSTANG THAT HAS BEEN DRIVEN ITS WHOLE LIFE,** especially if it has been parked outside all those years, chances are the steering wheel's hard plastic rim has several cracks around its perimeter. *Mustang Monthly's* Project '68 had just such a wheel, with more than one wide crack in the plastic. We initially called Scott

Drake to order a new one, but when they were back-ordered on the correct wheel, restorer Jason White popped up and said, "I can fill in the cracks and make the wheel look like new." White showed us in step-by-step detail how he fixes old wheels, and it only took a few hours, including drying time for the paint. We used our stock '68 wheel, but this same fix applies for all early Mustang plastic steering wheels.



■ (Above) Cracks in our '68 steering wheel were  $\frac{1}{4}$ - to  $\frac{3}{8}$ -inch wide. The hard plastic is reinforced with a steel insert

■ (Right) Using a die grinder with a carbide tip, wallow out the cracks to make a V-shape. Grind down to the metal insert. The glue must contact the metal and plastic or the steering wheel will easily crack again.

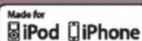


■ Using 120-grit sandpaper, sand the inside edges of each crack to define a V-shape. Notice how this sanded V-crack now has an angled surface extending to the steel insert. Finish by hand-sanding to remove debris inside the enlarged V-shaped area. The glue requires a smooth surface for good adhesion. Make sure to hand sand any other imperfections in the wheel, including the spokes.





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■ Clean the entire wheel with an ammonia-based liquid.

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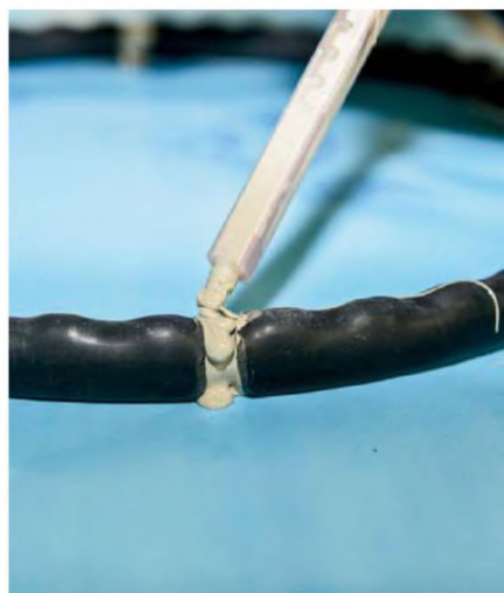
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■ White used SEM 39767 Dual Mix Problem Plastic Repair Material, which is a glue to fill in the cracks.



■ This glue requires a gun to mix the two components in side-by-side tubes as you squeeze the trigger. Fill the cracks with glue.

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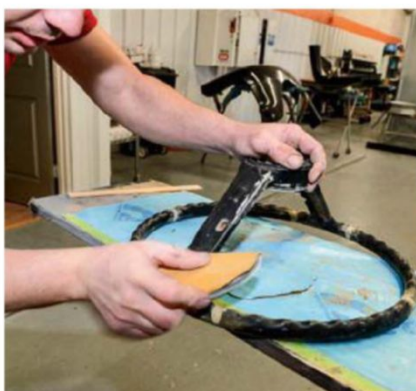
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■ Spread the glue over the sanded surfaces, similar as to how you would with body filler.



■ When the glue dries, grind off rough edges with 80-grit paper on a grinder, then hand sand with more 80-grit.



■ Over the glue, you'll need to use some SEM Carbo-Fill 39542 compound, which comes in a can. Mix it with a plastic putty knife, and then fill the cracks with the Carbo-Fill.



■ Block sand the dried compound.

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## STEERING WHEEL RESTORATION { INTERIOR FIX }



■ Form the finger grips with an edge of sandpaper wrapped over a thin block of wood.



■ Sand the steering wheel to the original shape with the cracks filled in, then tape off the steering wheel for priming and painting.





■ Spray the wheel first with primer, then with semigloss black paint (or whatever color your wheel should be to match your interior). Jason used a spray gun, but a spray can will work too.



■ With the cracks filled and the plastic painted, this steering wheel looks brand new and ready for the installation of the trim.

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## '70 MACH 1 HOOD HINGES

I am preparing to restore a '70 CJ Mustang built at the Dearborn plant, with a build date of October 3, 1969. The "MACH 1" designation on the driver side fender molding has removable letters and the passenger side fender has the letters cast into the molding. This is a very original car and I find no evidence indicating that either has been changed. I have read an opinion that suggests a design change from removable to molded letters occurred during the latter part of calendar year 1969. Could they both be correct, or is there a known date for which only one would be correct? I have also discovered a similar issue with the hood hinges. The driver side has the later-style round punched rivets and the passenger side has the earlier-style cross-punched rivets, both with very close date codes. Are these examples of a manufacturer using up remaining parts inventory at design change and how will it be considered under MCA judging?

**Bob Doran**  
Albany, OR

*The Mach 1 fender trim panel with cast letters is the second version of the panel. Your car has an early build date of October 3, 1969. I believe the early style like your car has on the driver side fender to be typical for an October 1969 build date. I doubt this would be a judging issue in MCA concours judging. The hood hinge with the later-style crimped rivet without the cross hatch seems a bit early for your car. Again, this would not be an issue unless you plan to show in the Thoroughbred class. Remember, an 8-12-D2 date code does not indicate the year!*



## YELLOW VERSUS BLACK IGNITION COIL

I have a '73 Mustang convertible that is unrestored with only 33,000 miles since new. I get asked about the coil on the car being replaced by a previous owner. The car was built in late June 1973. The car has a black-top coil rather than the typical yellow-top coil. Recently I took the coil off to replace with a yellow-top coil. While cleaning the old coil I could faintly see the word Motorcraft and the number D3AF-12029-A. In the corner of the logo was a date of 3EBA. Could this be the original coil?

**Dan Crawford**  
Memphis, TN

*Late in 1973 production (early May?), Ford changed from the yellow-top coil to a new version with the black top. The June build date of your Mus-*

*tang and the second week of May date on the coil indicate the coil is very likely original to your car. The earliest date I've seen is the first week of May 1973. My July 1973-built convertible also has the black-top coil. I have included a picture for reference.*

## GT40 FLOOR MATS

I was at the Jefferson, Wisconsin, swap meet recently when I stumbled across a set of cool floor mats depicting the GT40. The fellow was selling used Ford parts. He told me they came in the '69 Fairlane Cobra he purchased new. The mats were well worn. Did Ford offer such an option? How rare is a mint set?

**Bob Weaver**  
Madison, WI

*Ford Parts and Service Division sold the GT40 Logo Mats in 1969 and 1970. They were offered as a full front and rear set and individual fronts and rears for cars with consoles, etc. Various colors, as well as Paisley were offered. Not as popular for Mustang as the Pony mats, but very cool and a rare find today!*



## POWER STEERING HOSE ROUTING

I have a '67 Mustang fastback with power steering, power disc brakes, and a 289 engine. Can you tell me the accepted routing of the power steering hoses from the power steering pump to the power ram? I sure enjoy all the information you provide. Thanks!

**Bob M.**  
Winnipeg, Manitoba, Canada

*I suggest you get a copy of the Jim Osborn 1967 Mustang assembly manuals. The Chassis Manual shows the detail for correct power steering hose routing. These manuals are perfect for restoration details like these.*



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**VERSAILLES 9-INCH SWAP WORTH IT?**

**I**'m enjoying the new format at *Mustang Monthly*. I am rebuilding a '69 SportsRoof. I have acquired a Versailles 9-inch rear with open differential. I would like to install a Traction Lok-type differential in my '69 SportsRoof. It has a rebuilt 302ci V-8 engine and a T-5 five-speed transmission upgrade. Would it be best to update the current 8-inch rear with a new Traction-Lok pumpkin, or install the Versailles 9-inch? It would also have to have a Traction-Lok upgrade. Any suggestions or recommendations would be welcome.

**Dan (last name withheld)**

Via the Internet

*Thanks for the kind words on the magazine; we kinda like it too. As for your question, the answer depends on how hot your 302 engine is. If you have done the normal hop-ups like an aluminum intake and a Holley four-barrel, decent cam, and headers, then I say your 8-inch with a good 3.25- or 3.50-geared posi will work just fine. Remember, the 8- and 9-inch 28-spline axles will interchange. A well-built center for an 8-inch will hold up to a decent street engine.*

*If the engine is a little more beefy than the above, the Versailles is a potential upgrade, but Versailles rear*

*axle swaps have fallen away from grace in the past few years for two big reasons. 1. Replacement parts are hard to find. 2. They weigh a ton compared to other 9-inch axles. The mid-'70s disc brakes are marginally better than your current rear drum brakes, and the Versailles uses the small bearings on the axles. But since you already have the unit you might consider it. You can't walk 50 feet at a swap meet and not run into a Traction-Lok unit for a Ford 9-inch, so there is no problem with upgrading your Versailles. Mustangs Plus ([www.mustangplus.com](http://www.mustangplus.com)) still carries some of the replacement parts for these rear axles if you decide to go that route.*

*If your small-block is a fire breather and you like a little track time, I recommend finding a good '67-'70 9-inch rear axle, preferably with the big bearings on the housing, and use an aftermarket rear disc brake setup. The modern brakes are much better than the Versailles setup, and you will be able to service them easier. The '67-'70 9-inch is much lighter than the Versailles piece too. It will cost you more, but the stopping power of the aftermarket discs is worth it. You also get the advantage of having everything included in the kit (like a four-wheel-disc master cylinder and prop valve), which if you go with the Versailles you need to piece all of that together. If you want to try the Versailles conversion, check out*

*Jim Smart's article on Mustang-360 here: [www.mustang-360.com/how-to/chassis-suspension/mump-0008-ford-granada-9-inch-rearend-swap/](http://www.mustang-360.com/how-to/chassis-suspension/mump-0008-ford-granada-9-inch-rearend-swap/).*

**MACH 1 WHEEL MOLDINGS**

**I**s it kosher to have bright wheel lip moldings on a '69 Mach 1? I have a poster of a beautiful Mach 1 with them on the car, but I didn't think they belong on that model/trim package.

**Tom Shannon**

Lake Orion, MI

*The wheel lip moldings were not part of the Mach 1 package. The exterior of the '69 Mach 1 came with the following: reflective side and rear decklid stripes, bright rocker moldings, pop-open gas cap, blackout hood treatment, hood pins, dual racing mirrors, hood scoop (either the non-functional scoop or the Shaker hood scoop), and chrome Styled Steel wheels with a plain hubcap fitted with E70-14 Goodyear Polyglas tires. The poster could possibly be of a pre-production or engineering model, as we often see artwork like that made from early Ford product images and not from the final production product. It could also very well be an image of a car photographed for the poster and had owner installed moldings on it or a base SportsRoof with the Mach 1 parts added to it; it's hard to say for sure.*





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## Best Anniversary Gift Ever

**Y**ou know you have a keeper when your wife buys you a Mustang as an anniversary present! For Mike Manhardt of Buffalo, New York, the '67 convertible seen here was his 40th anniversary gift from his loving wife, Linda, in July 2011. Being that they met in 1967 the year has an extra-special meaning to it as well. Mike had Allan Shepley of Mustang Central in Georgia go through the car and add an A-code 289 drivetrain, power disc brakes, and power steering. "We love the car and enjoy top-down summers in Western New York," Mike says.



## Belgian Barn Find

**B**arn finds are the Holy Grail no matter what country you reside in and this proof comes all the way from Belgium in the form of Miguel Vanluchene and his '65 hardtop that he found back in 1992. Over the course of several years, in his spare time, he restored the Mustang with a Shelby-like flair, calling the hardtop "GT302." He's had the Mustang almost 20 years in the same condition you see it now with a lot of car shows, cruises, and track days under its bumpers (well, the rear bumper anyway), courtesy of a modified 5.0L small-block, T-5 five-speed, SSBC disc brakes, 3.25-geared 8-inch, and 17x7 Vintage 40 wheels.



## R is for Replica

**J**ohn Guinta always wanted an R-model Shelby (don't we all!) and spotted a '65 GT fastback in a field in Iowa. He brought it back to Chicago and dropped a radiator in it and enjoyed it for a few months, but that R-model dream kept tugging at him. The fastback was stripped and all-new metal, including a one-piece floor, were installed. Plenty of R-model specific and N.O.S. parts were purchased from the likes of Jim Cowles, Tony Branda, Bob Perkins, and more. Paint and body were completed by ISCA Hall of Famer Harry Willett. Final details were picked up at SAAC 29 when Guinta interviewed owners and photographed real R-models. After 10 years of hard work the car debuted at SAAC 39 where Guinta tracked the car on Friday and took a Second Place award at Saturday's show.



## Replacement Fastback

**S**elling one's Mustang is never easy, no matter how long you've owned it. Dwight Rosenbaum of Oklahoma City had to sell his barely 1-year-old '67 Mustang fastback in 1968 and it would take three decades for the planets to align for him to own another Mustang. The purchase in 2001 of another '67 fastback would be further delayed with 10 years of

"paint prison." Looking at the Dark Moss Green finish we'd have to agree it was worth the wait though. Rosenbaum's fastback features factory A/C and power steering and he added a COMP Cams cam, Edelbrock intake, dual exhaust, disc brakes, and American Racing Torq Thrust Ds. It's an occasional driver and has never seen rain.





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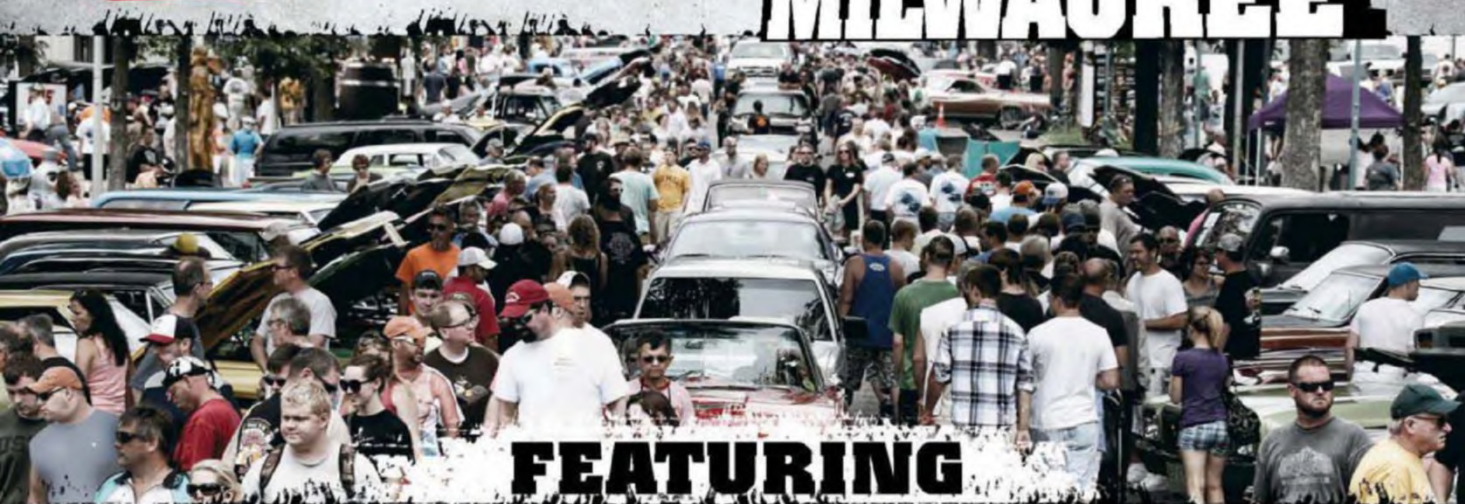
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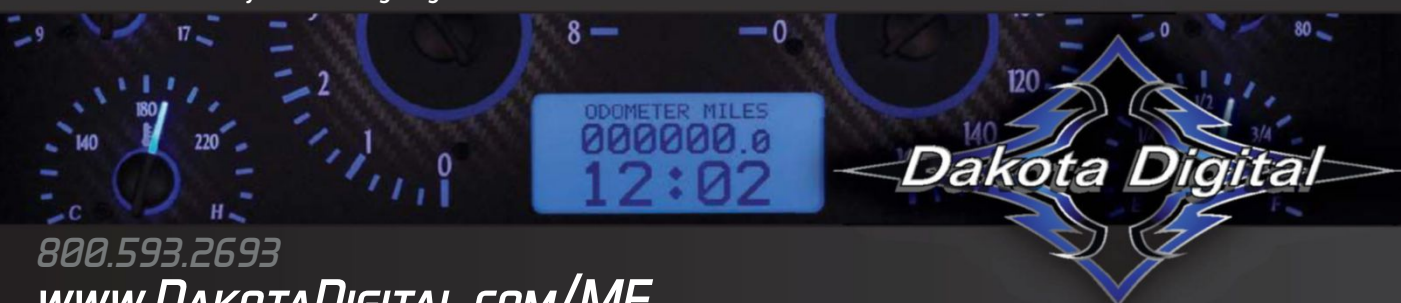
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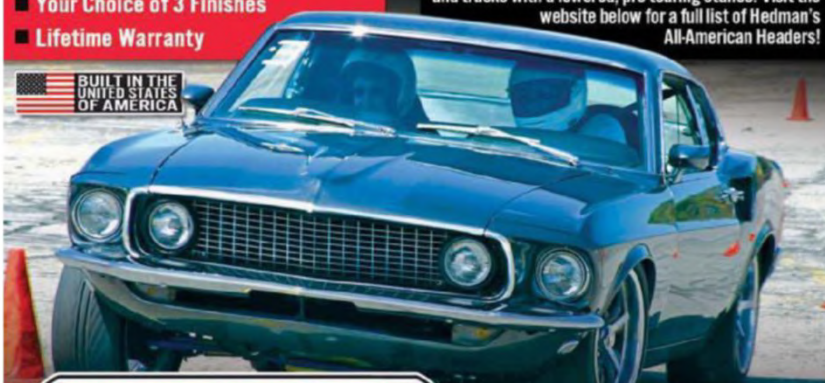


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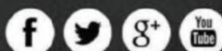
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**T**here's no doubt in our minds that this latest personal sporty car from Ford will sell like proverbial hotcakes."

So began *Motor Trend* Technical Editor Jim Wright in the magazine's very first story on the new Mustang in the May '64 issue, and boy was he right. While he applauded the car's affordable, under-\$3,000 price tag and was generally pleased with its handling and the performance of the 260ci V-8 version, and especially the 289 (not so much the six-cylinder), the editors pined for a Mustang that

lived up to the Special Falcon II, more commonly known as the '63 Mustang II convertible, shown earlier. This photo, dug from our archives and shot by either Jim Wright or Jerry Titus (both were given photo credit), is from the Aug. '64 issue when the magazine got a chance to put their fifth wheel test rig on the car (which was the very first Mustang on the West Coast, according to the story) and test it at Riverside International Raceway. With the 271hp 289 and four-speed, the Poppy Red Mustang clocked a 0-to-60 time of 7.5 seconds and hit 117 mph on Riverside's long back straight.

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Check out [www.mustang-360.com/features/1504-looking-back-motor-trends-first-mustang-road-test/](http://www.mustang-360.com/features/1504-looking-back-motor-trends-first-mustang-road-test/) for all of the images we found from those first two stories. ■■■





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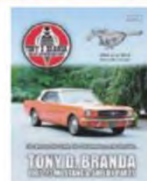


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